FOUNDED IN 1856

RAILWAY AGE

JANUARY 29, 1949

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BYERS WROUGHT IRON PIPE

. . . helps keep Diesel Availability High

Maintenance practice on steam locomotives reflects a century of accumulated experience that put material selection on the sound, practical basis of *actual performance*, and dictated the widespread use of wrought iron.

Mechanical Departments are today accumulating similar use-data as a guide in reducing maintenance and boosting availability in Diesel Locomotives . . . and are again finding a valuable aid in wrought iron. Wherever corrosion or vibration are threats to service life, this time-tried material provides extra durability and dependability. Applications where it is already in use include:

WATER TANKS. In certain areas, corrosion has caused tanks to fail after only a short period of service. Wrought iron tanks are helping to lick this problem.

TUBING. Where existing materials buckle, or cause trouble by pulling out of expansion joints, wrought iron pipe is an effective cure. One major railroad is already replacing all such lines with wrought iron, as their diesel units are shopped.

STEAM LINES. Severe corrosion can often be anticipated in the steam lines . . . and only the proper materials can combat the attack. Wrought iron has convincingly demonstrated its ability to resist these conditions.

Numerous other applications might be listed . . . air brake piping, water lines, oil and sand lines, conduit, and equalizer bars.

Wrought iron's superior service qualities come from its unique character. The tiny fibers of glass-like silicate slag, threaded through the body of high purity iron, give a structure like that of a stranded cable, which resists fatigue failure. The fibers also halt and "detour" corrosive attack and anchor the initial protective film, which shields the underlying metal.

Our General Catalog gives full dimensional information on wrought iron products. Ask for a copy.

A. M. Byers Co., Pittsburgh, Pa. Established 1864. Boston, New York, Philadelphia, Washington, Atlanta, Chicago, St. Louis, Houston, Salt Lake City, Seattle, San Francisco. Export Division: New York, N.Y.

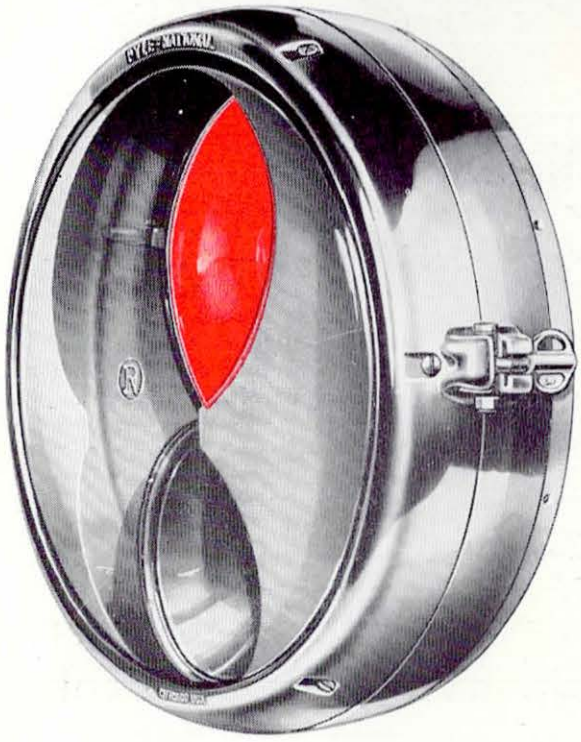
BYERS
GENUINE WROUGHT IRON
TUBULAR AND HOT ROLLED PRODUCTS
ELECTRIC FURNACE QUALITY ALLOY AND STAINLESS STEEL PRODUCTS

CORROSION COSTS YOU MORE THAN WROUGHT IRON

The New Train Warning Signals for *safety* in Modern Railroading

PYLE-NATIONAL

GYRALITES



Over Half a Century of specialized experience in railway lighting equipment has aided the Pyle-National Company in the development and manufacture of these new warning signals for front and rear of train mounting. Gyralites project a highly concentrated light beam which is gyrated by the mechanical rotative movement of a 10-inch Alzak reflector. The gyrating beam forms a conical pattern with its vertex in the projector. Maximum warning effectiveness is achieved by paralleling the beam with the track at the lowest point in its gyrating path. Thus approaching trains can observe the full intensity of the light on each sweep and the sky effect is optimal.

The Gyralite is designed for portable rear end mounting and for permanent mounting on both front and rear ends of trains. It will operate on both manual and automatic control. Automatic control functions through an air pressure switch which is activated by changes in brake trainline pressures. Remote control units for both automatic and manual control are provided for installation in locomotive cab or rear car. Reliability and low maintenance costs are insured by the extreme simplicity of the operating mechanism, absence of moving lead wires and the use of the highest quality materials.

The Combination Gyralite and sealed beam back-up light for permanent rear-of-train mounting is operated as a red warning signal when train is stopped or slowing down. The sealed beam white light is turned on when the train is backing. It serves both as a warning that the train is in motion toward the observer and to illuminate the track for the brakeman.

SINCE 1897

THE PYLE-NATIONAL COMPANY

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Mayari R

...fabricated like carbon steel

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Experience by many Mayari R users shows that the same equipment and same methods used for forming, punching, shearing and welding ordinary carbon steel usually work well with Mayari R. The only difference is that slight adjustments or allowances may be needed to offset Mayari R's higher properties.

This means that users can take advantage of Mayari R's higher yield point, greater tensile strength, and superior corrosion-resistance in their products without the burden of excessive fabricating costs.

Mayari R is now used in products ranging from buses, trucks and railway cars to tanks, towers and highway bridges. For more information on this versatile steel, its advantages and its applications, write for Mayari R Catalog 209.

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation

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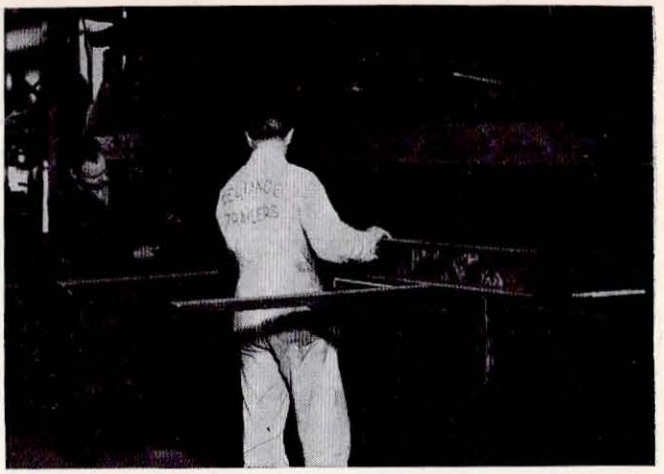
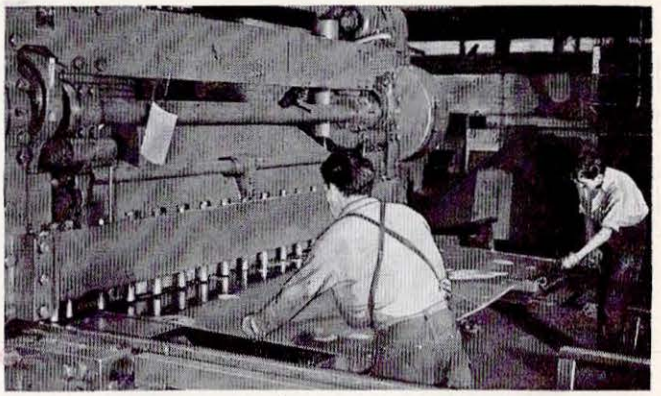
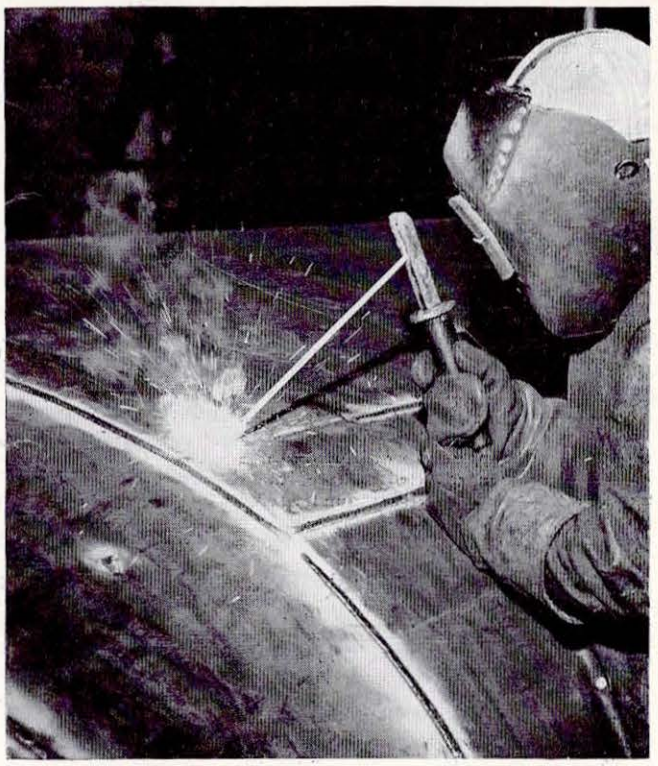
BETHLEHEM STEEL



Cold-forming a trailer frame member of Mayari R



Heavy-gage Mayari R being sheared to size



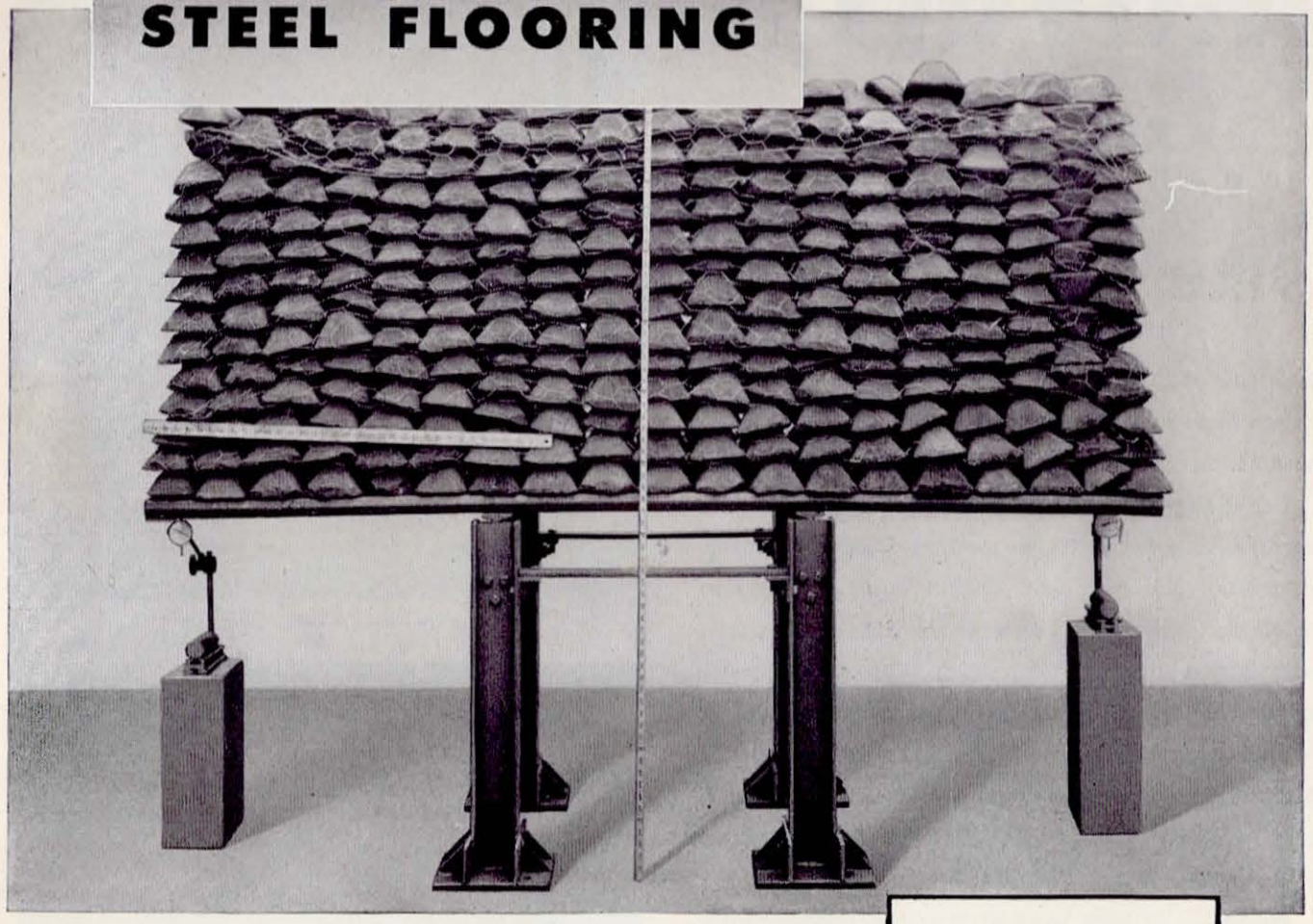
Welding an oil tanker body built of Mayari R

Mayari R *makes it lighter...stronger...longer lasting*

Published weekly by Simmons-Boardman Publishing Corporation, Orange, Conn. Executive Offices, 30 Church Street, New York 7, N. Y. Entered as second class matter at Orange, Conn., under the act of March 3, 1879. Subscription price $6.00 for one year. U. S. and Canada. Single copies, 50 cents each. Vol. 126, No. 5.

STOP DANGEROUS AND COSTLY BOXCAR FLOOR BREAK-THROUGH WITH NAILABLE STEEL FLOORING

In Detroit Testing Laboratory test to determine cantilever strength, 11,000 lbs. of pig iron were loaded on a panel consisting of three NAILABLE STEEL FLOORING boxcar channels welded side by side. The cantilever span was 30". Under this floor load of 733 pounds per square foot—far in excess of heaviest freight loading—the NAILABLE STEEL FLOORING section *hadn't even reached the yield point.*



In actual use as well as in laboratory tests it has been proved that NAILABLE STEEL FLOORING can't break through under *any* kind of heavy freight. Boxcars with NAILABLE STEEL FLOORING have safely hauled heavy copper cakes, automobile engines, highly concentrated loads of sheet steel and tinplate as well as hundreds of other commodities.

No Fork Truck Break-Throughs Either

NAILABLE STEEL FLOORING supports the biggest fork trucks, too, which so often break through conventional floors. For example, 23 cars are spotted each day at the Wabash Railroad's Ford Loading Dock in Detroit. Although they're all new or recently rebuilt, an average of *five* or *six* cars per day come in with large holes somewhere throughout the length of the floor where fork trucks have broken through.

Durability Means Low Maintenance . . . Low Operating Costs

NAILABLE STEEL FLOORING stops the break-throughs—and a good many other common floor troubles. It isn't chewed up by pinch bars or rough freight. Although nails are tightly clinched, they don't tear, splinter or deform the floor. All this adds up to lower maintenance costs—and lower operating costs as well. When floors stay in good condition for all types of freight, cars require less switching and empty movement.

To eliminate dangerous break-throughs and reduce maintenance costs, specify NAILABLE STEEL FLOORING for the next boxcars you build or rebuild.

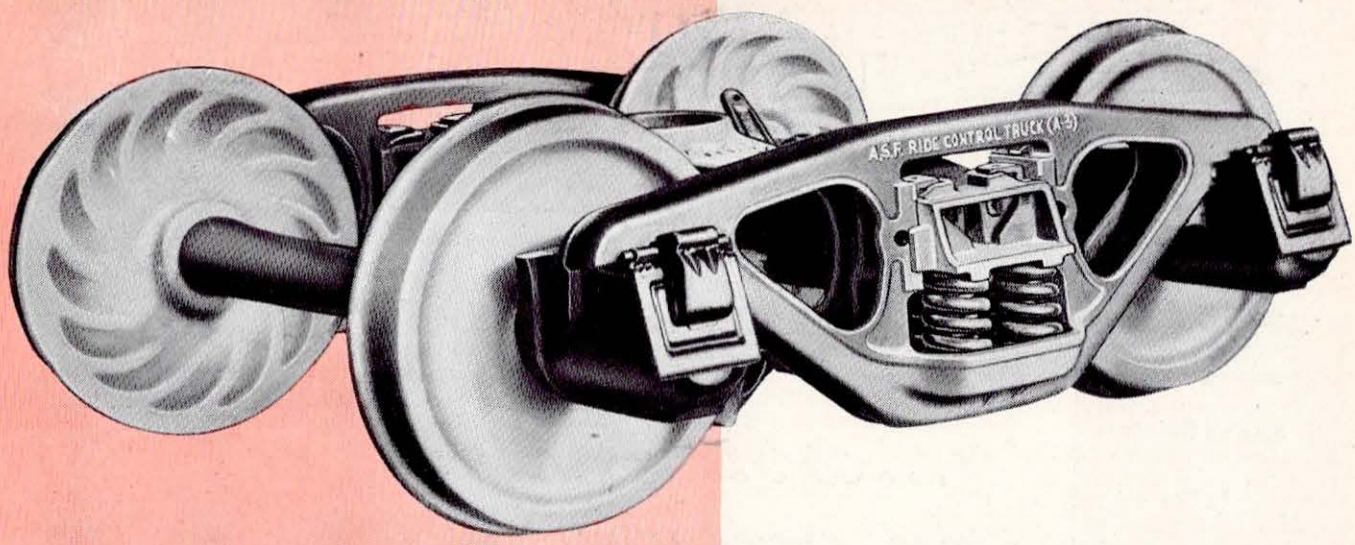
"Many delays and potential accidents have occurred and are continuing to occur, due to pig iron, lead, copper bars and similar commodities breaking through boxcar floors . . . this condition . . . is due to the type of equipment selected for this type of loading." (Car Department Officers Association Report by Committee on Preparation of Freight Cars, September 20, 1948)

NAILABLE STEEL FLOORING
A GREAT LAKES STEEL PRODUCT

GREAT LAKES STEEL CORPORATION

Steel Floor Division • 3576 Penobscot Building • Detroit 26, Michigan

UNIT OF NATIONAL STEEL CORPORATION



BETTER 'TRACKING'

● The same uniform friction that smooths *up-and-down* spring action also gives the Ride-Control Truck *ideal* "tracking" characteristics. Axles float freely, yet lateral bolster motion is constantly *cushioned and controlled.* Such movement also is resisted by the truck springs, and they return the bolster to *normal position* as side pressure is relieved.

SMOOTH-ROLLING; SMOOTH-RIDING . . .

A·S·F
Ride-Control
TRUCK

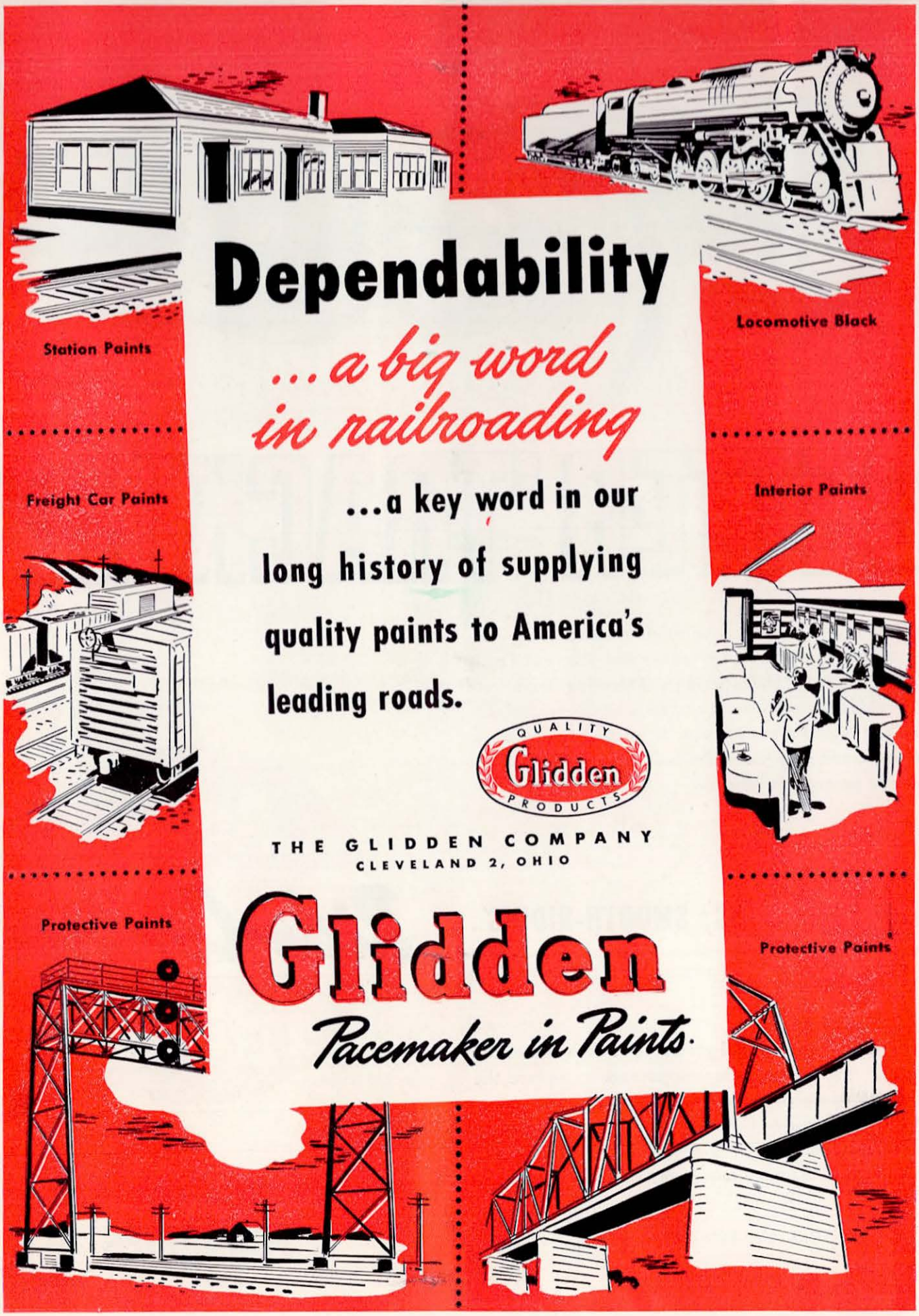
● Balanced longitudinal pressures at each end of the bolster resist *misaligning* forces—act to square the truck on straightaways. Reserve spring travel safely absorbs dynamic rail shocks, *whatever* the loading or speed. Ride-Control Trucks cut damage claims and maintenance. They're *famous* for all-round economy.

CONSTANT FRICTION CONTROL

LONG SPRING TRAVEL

AMERICAN STEEL FOUNDRIES

MINT MARK OF FINE CAST STEEL



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...a big word in railroading

...a key word in our long history of supplying quality paints to America's leading roads.

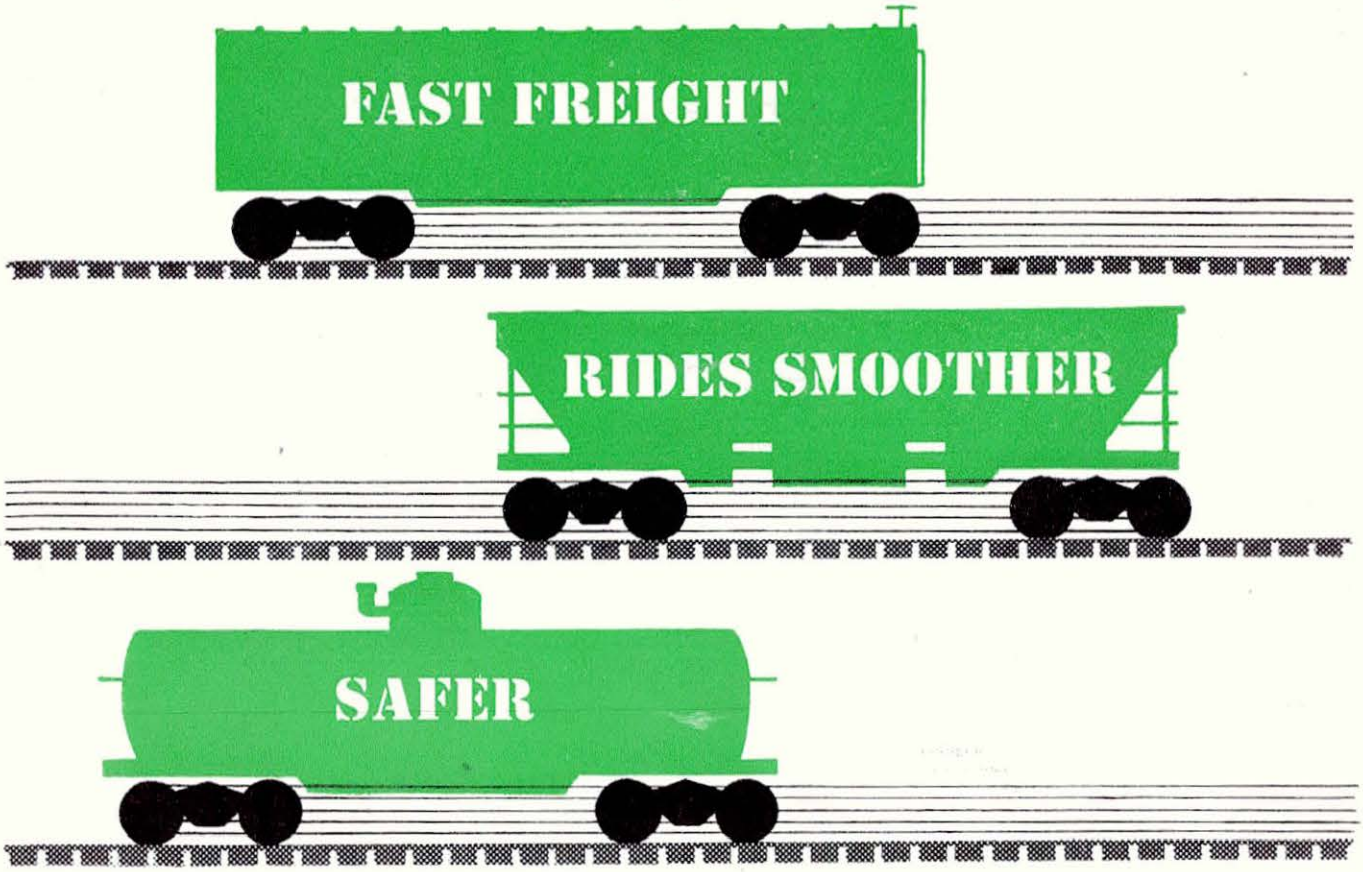
QUALITY Glidden PRODUCTS

THE GLIDDEN COMPANY
CLEVELAND 2, OHIO

Glidden

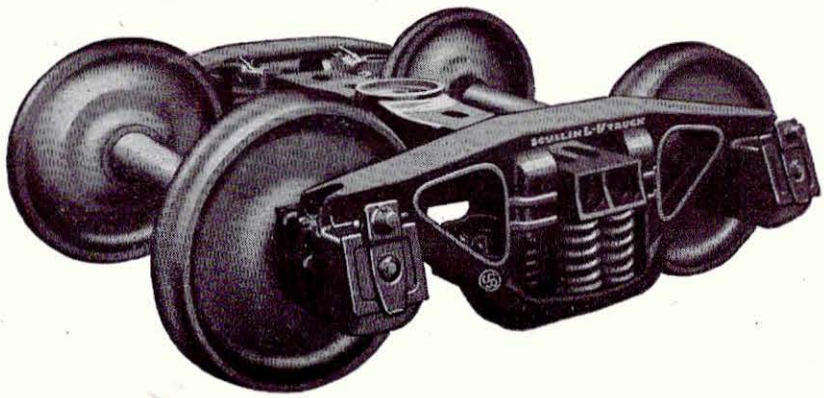
Pacemaker in Paints

regular road service is delivering
more evidence every day.....



on the SCULLIN L-V TRUCK
LATERAL VERTICAL CUSHIONED MOTION

cushions and controls *both* lateral and vertical motion ... *without* costly maintenance!



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Gould uses the Metalloscope to photograph high magnifications of the structure of cast lead connectors, parts and grid frames.

A modern research laboratory with pilot manufacturing plant where advance-design batteries are constantly created— and proved before production.

The Metalloscope, a combination high-powered microscope and camera, is helping Gould scientists find the answers to age-old lead casting problems. With it, the complex crystalline structure of lead castings has become an open book. As a result, information rapidly becoming available points the way to even stronger, electrically more efficient grid frames, posts, straps and connectors. For better batteries always, choose GOULD—FOR FIFTY YEARS THE CHOICE OF ENGINEERS.

The Gould Kathanode for Air Conditioning —America's First Triple Insulation Battery!

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Always Use Gould Automobile and Truck Batteries

Everything for finer Performance . . .

LIGHTER WEIGHT...

More Weight on Drivers

FAIRBANKS-MORSE
Consolidation Locomotives

Among the many points of superiority of "C" Line locomotives is this one of major importance: size for size, unit for unit, the "C" Line features higher percentages of total weight on drivers—"working" weight that moves tonnage. Yet, total weights are less and in most cases, over-all lengths are appreciably shorter. Less weight, more weight on drivers, shorter lengths—these are factors well worth considering and discussing with our engineers. Fairbanks, Morse & Co., Chicago 5, Ill.

When it comes to locomotives...

FAIRBANKS-MORSE

A name worth remembering

DIESEL LOCOMOTIVES • DIESEL ENGINES • PUMPS • SCALES • MOTORS • GENERATORS
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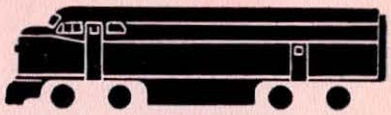
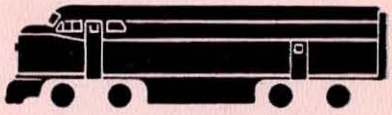
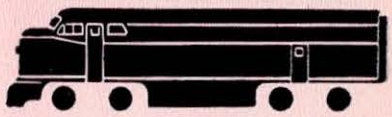
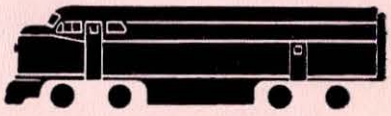
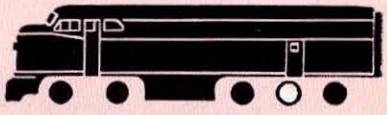
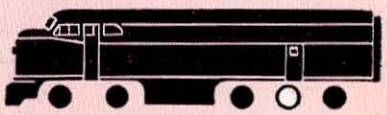
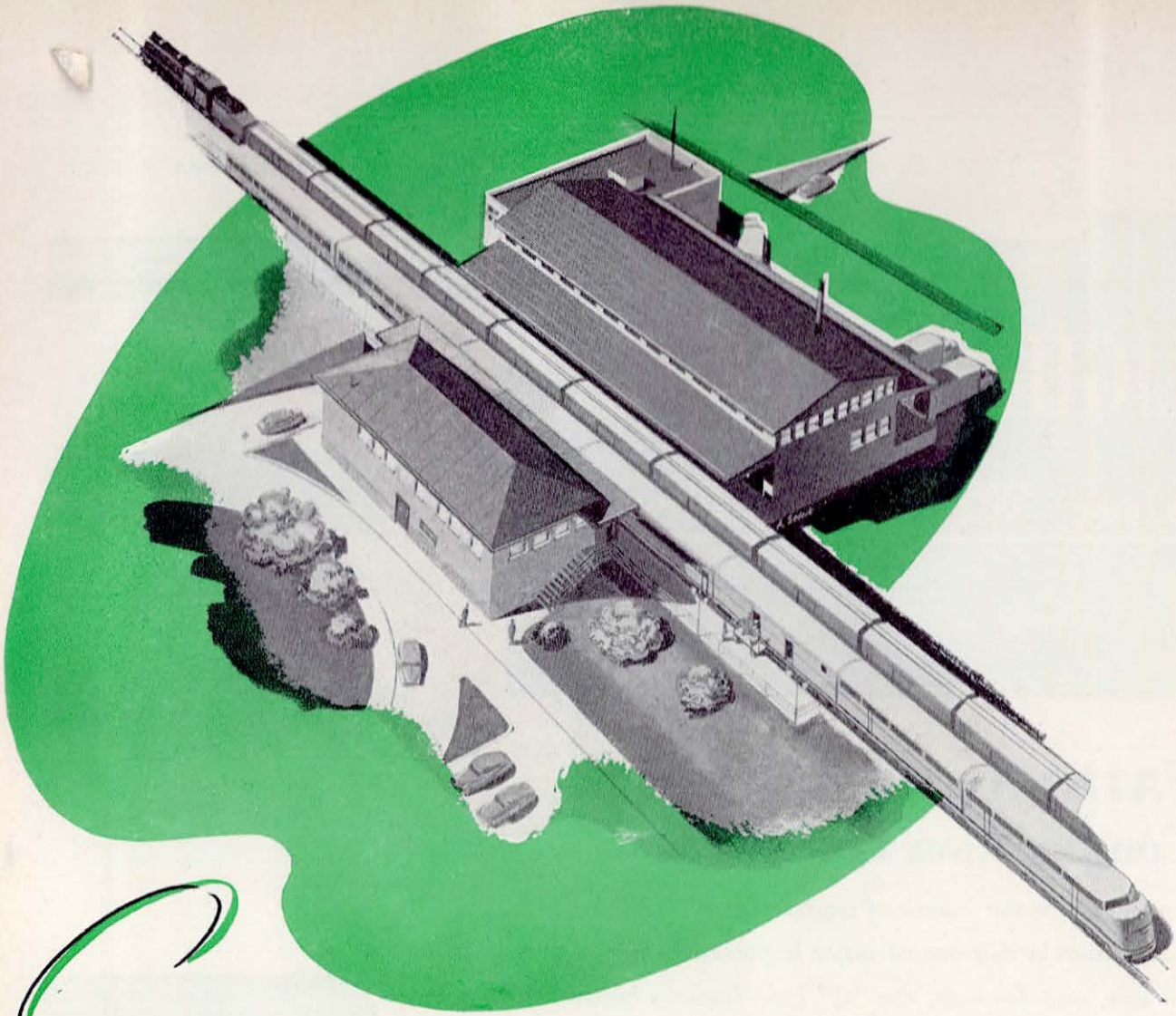
BASIC FREIGHT UNITS...

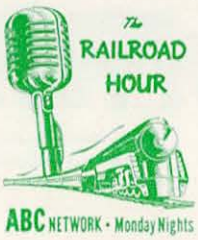
HP	WEIGHTS SHOWN IN TONS
1600	 TOTAL WEIGHT—120 WEIGHT ON DRIVERS—120
2000	 TOTAL WEIGHT—123 WEIGHT ON DRIVERS—123
2400	 TOTAL WEIGHT—126 WEIGHT ON DRIVERS—126

BASIC PASSENGER UNITS...

1600	 TOTAL WEIGHT—125 WEIGHT ON DRIVERS—125 WATER CAPACITY—1000 GAL.
1600	TOTAL WEIGHT—134 WEIGHT ON DRIVERS—110 WATER CAPACITY—1400 GAL.
2000	 TOTAL WEIGHT—139 WEIGHT ON DRIVERS—114 WATER CAPACITY—1400 GAL.
2400	 TOTAL WEIGHT—142 WEIGHT ON DRIVERS—116 WATER CAPACITY—1400 GAL.



Smoother safer journeys both for passengers and freight



Brakes are Basic to Railroad Progress

Whether it is handling a long, heavy-tonnage freight or a string of modern passenger cars, Westinghouse 24RL locomotive brake equipment helps assure the smooth, safe journeys that win and hold patronage.

Any desired combination of functions can be provided by merely combining standard parts. This simplifies installation and servicing, and permits easy conversion if future changes in locomotive assignment should make this desirable. Operating characteristics provided by each combination are matched exactly to the need, provide the ultimate in positive, dependable train control. The 24RL is the answer to modern requirements.

Westinghouse Air Brake Co.

WILMERDING, PA.

Vol. 126, No. 5 January 29, 1949

RAILWAY AGE

With which are incorporated the Railway Review, the Railway Gazette, and the Railway-Age Gazette. Name Registered in U. S. Patent Office.

IN THIS ISSUE

EDITORIALS:

The Most Dangerous Enemies of Business Are Business Men 15

New Ingredient for 1949 Railroad Fair 16

String Cities 17

GENERAL NEWS 36

FREIGHT OPERATING STATISTICS 58

CURRENT PUBLICATIONS 61

GENERAL ARTICLES:

The Post-War Refrigerator Car 18

Deferred Maintenance Put At $560 Million 21

Rescheduling Puts More Passengers on Streamliners 22

I. C. C. Annual Report Calls for More Efficient Operation 24

Railroads Furnish Room and Board as Well as Transportation for Inauguration Throngs 28

Improvements Needed for Suburban Services of Main-Line Railroads, by Sidney H. Bingham 30

Engineering Progress in Pictures 32

Service Is First Objective of New Nickel Plate President 34

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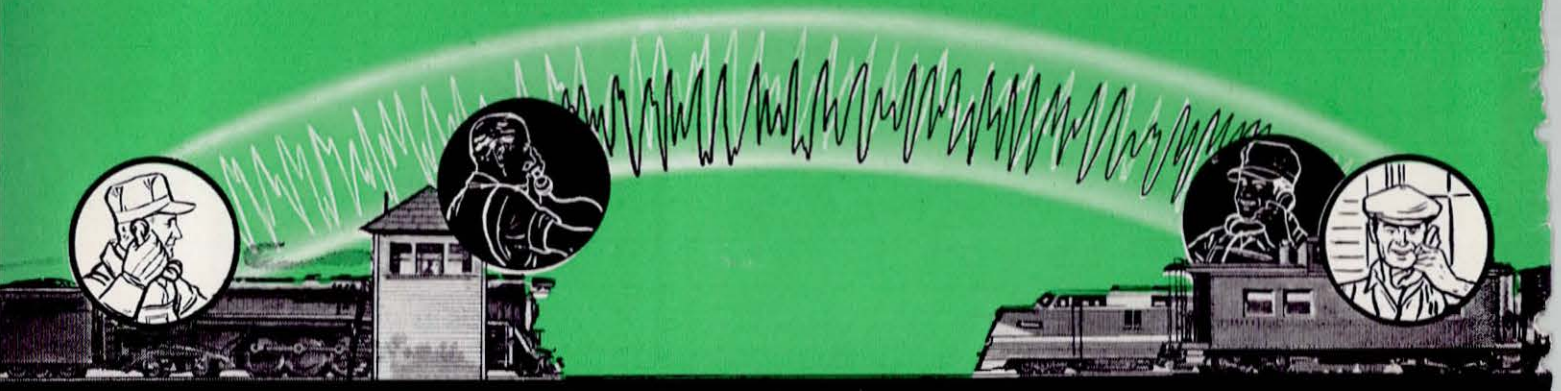
Not just **TWO-WAY**
but also **TWO-CHANNEL**



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To the many advantages of two-way voice communication between your enginemen, conductors, and wayside station operators, "Union" Inductive Train Communication adds the two-channel feature.

With two-channel I.T.C., either of two entirely separate voice channels is instantly available to the user by merely flipping a selector lever. One channel may be used for regular communications and the other reserved for emergency service—to break into conversation on the regular channel at any time. Or, you may assign each of the channels to specific services. In areas where communications traffic is heavy, it can double the capacity of your railroad's communication system.

Our representatives will gladly give you full information on this two-channel (two-frequency) communication system. Write or call the nearest "Union" district sales office.

"UNION" I. T. C.

THE VOICE OF EXPERIENCE IN TRAIN COMMUNICATION

UNION SWITCH & SIGNAL COMPANY

SWISSVALE PENNSYLVANIA

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WEEK AT A GLANCE

POST-WAR REFRIGERATORS: An article beginning on page 18 describes, and cites some of the many advantages of, modern refrigerator cars—of which some 25,000 are now in service—built to incorporate the studied recommendations of refrigerator car users.

THE MOST DANGEROUS ENEMIES—of American business are not politicians, nor avowed Socialists, nor even Communists—but business men themselves—especially those who, for their own selfish and often temporary advantage, advocate socialistic policies which weaken the whole structure of free enterprise. Among the latter class, according to our opening editorial, are those who—like the National Highway Users Conference—advocate financing of major long-distance highways by general taxation rather than through user payments.

A GREATER CONTRIBUTION FROM LABOR: "Saving through greater efficiency and more economical methods" is the only source of revenue—aside from increased freight rates—to meet the "mounting costs" of railroad operation. And railroad labor, "if it expects to enjoy the lion's share of earnings," must be "reasonable and realistic" and "make a substantial contribution to the efficient operation of railroad properties." So warned Donald V. Fraser, president of the Missouri-Kansas-Texas, in a recent address to the St. Louis Car Department Association. Mr. Fraser's address is reported in our News department—page 36.

BETTER SERVICE FOR COMMUTERS? In an article on page 30 Col. Sidney H. Bingham of New York City's Board of Transportation points out improvements which he believes must be made in the suburban passenger services of steam railroads. Briefly, he recommends eventual adoption in such services of many of the practices long common on urban rapid transit systems. While financial considerations, if nothing else, obviously preclude immediate or wholesale remodelling of suburban operations, Col. Bingham's suggestions deserve careful thought in any long-range program of future planning. See also page 17.

SERVICE HIS FIRST OBJECTIVE: Service to shippers and to travellers is the first objective of Lynne L. White, who has just been elected to succeed the late John W. Davin as president of the New York, Chicago & St. Louis. A picture of Mr. White, a review of his 44-year railroad career, and a summary of his ideas and policies appear on page 34.

$560 MILLION OF DEFERRED MAINTENANCE: A study by the Interstate Commerce Commission's Bureau of Valuation, briefly reviewed on page 21, puts the accumulated deferred maintenance on Class I railroads as of December 1, 1948, at $560 million, all in fixed-property items. This figure, of course, is the "excess of below normal maintenance over surplus maintenance"; the study attributes its existence primarily to priority controls and labor and material shortages during the war and post-war periods. The railroads, of course, will have to make up this deferred maintenance out of the money they receive for transportation of freight and passengers; unlike deferred maintenance on the nation's highways, this deferred railroad maintenance isn't and won't become an added burden on the poor old taxpayers.

"MORE EFFICIENT OPERATION": The railroads must do "much more" to "increase the efficiency and reduce the costs" of their operations, the Interstate Commerce Commission says in its 62nd annual report, which was submitted to Congress this week. Rate increases, the commission also said, "May be carried to the point where they are largely self-defeating. . . . Bold experimentation with new devices and methods seems also to be required in some instances." These and other features of the report, including the commission's recommendations as to legislation—most of which repeat recommendations of earlier years—are reviewed in an article beginning on page 24.

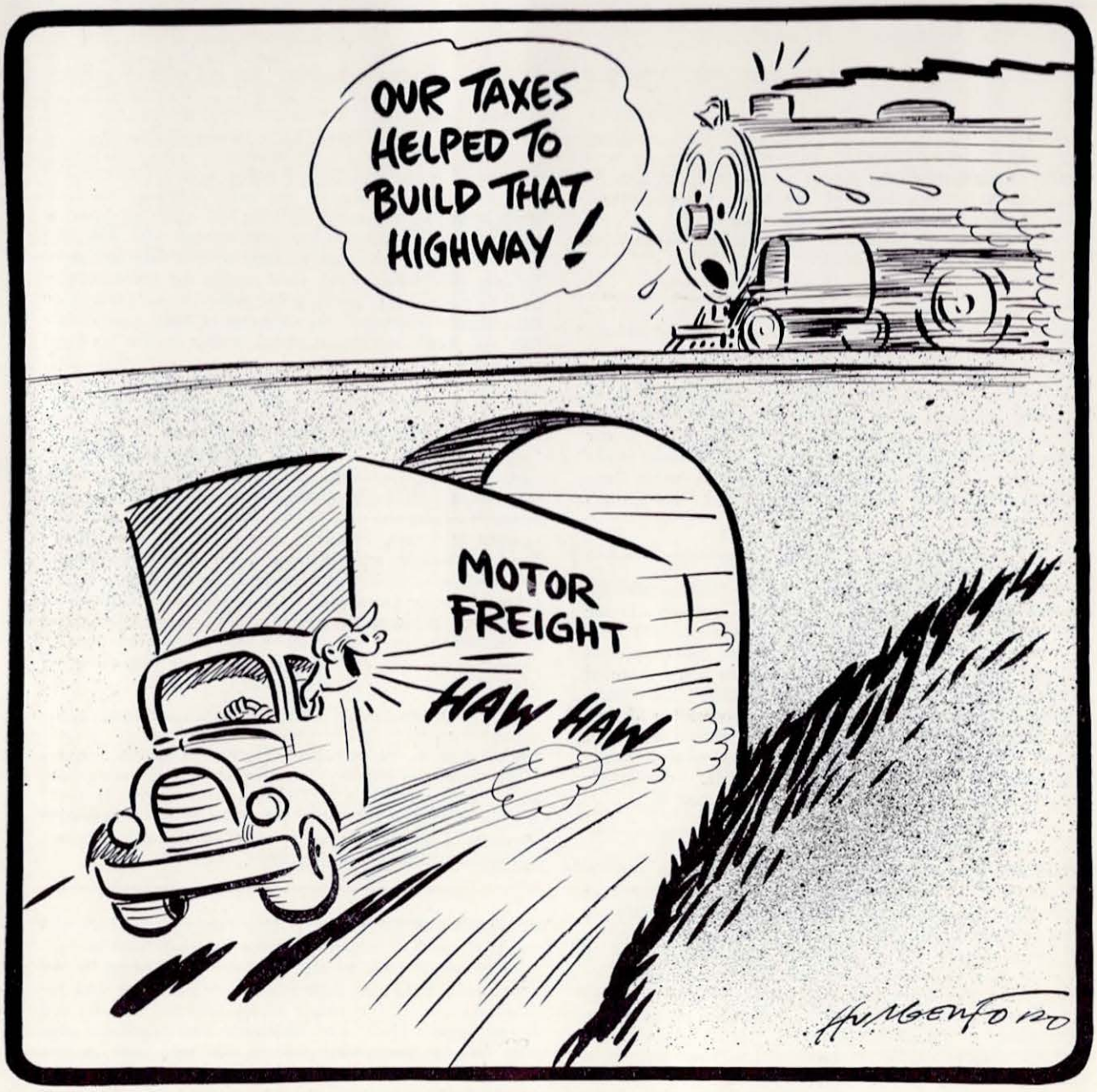
THE A. R. E. A. IN PICTURES: One of the special features of the American Railway Engineering Association's golden anniversary convention at Chicago from March 15 to 17 will be a display of some 600 photographs illustrating 50 years of progress in every phase of railroad engineering, construction and maintenance. Page 32.

CONFOUNDING THE PROPHETS: Those apostles of gloom who seemingly delight in predicting the eventual death of railroad passenger business may well be given pause by the Chesapeake & Ohio's experience in re-equipping and re-scheduling its day passenger trains between Chicago and Grand Rapids, Mich., and Muskegon. Our article on page 22 shows by comparative figures that new cars on new schedules produced a traffic increase of nearly 50 per cent on the four trains combined, and of over 60 per cent on one of them. Of special importance to those roads which may not be as financially fortunate as the C. & O. is the part which the new schedules played in producing the over-all increase.

ALL ROADS LEAD TO WASHINGTON: They did, at least, on January 20, when Harry S. Truman was inaugurated for his first full term as President. On inauguration day alone, the Association of American Railroads reports, more than 130,000 persons arrived at or departed from the Washington Union station. And other thousands arrived before that day and departed after it; many of them used parked Pullman cars as hotels. How the railroads handled this traffic, with extra cars, extra sections and special trains, is described and illustrated on pages 28 and 29.

Do Something About It!

—By Hungerford



Watch for other railroad cartoons by Mr. Hungerford

A cut of suitable size may be obtained at cost by anyone wishing to reproduce the above cartoon.

Address requests to:

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P. O. Box 478, Pittsburgh 30, Pennsylvania.

RAILWAY AGE

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THE MOST DANGEROUS ENEMIES OF BUSINESS ARE BUSINESS MEN

Private business in this country is confronted by the uphill task of preserving itself from starvation brought on by ever-increasing competition conducted by government under the rules of socialism—rules, that is, which give the government competitor an arbitrary advantage over the competitor who must observe the rules of capitalism, e.g., paying all costs of operation from sales to customers and without the aid of tax funds. How big a job this is going to be is plainly indicated by the demonstrable fact that a substantial majority of the American electorate has lost its one-time veneration for the principles of economic freedom, and is willing to accept socialism instead, at least wherever it sees a selfish advantage in such action.

The truth of this observation is evidenced by last November's election, in which the victorious candidate ran on a platform which was explicitly socialistic; and by the fact that most of the more notorious socialistic projects of the winning candidate were also advocated by the runner-up. The low estate, if not indeed the debacle, of the capitalist cause could be no more convincingly witnessed than it is by the disheartening spectacle of support given the Beaver-Mahoning Canal in Ohio and the St. Lawrence Seaway by leading industrialists who are also prominent Republicans and ardent orators for "free enterprise," i.e., free for them.

Only a modest gift of horse sense is required to reach the conclusion that, if people are going to oppose socialism only in the special cases where it is to their immediate interest to do so, then capitalism can never expect to command a majority of the votes when any specific project for socialization is proposed. For example, the socialization of the steel industry not only might do no direct harm to the railroads and other consumers of steel—it might even give them a selfish advantage, by increasing the supply of steel and reducing prices by transferring a part of the cost to the taxpayers. The further spread of socialized electric power would similarly benefit all large users of electricity, by providing power at prices subsidized by taxation.

Socialism for the "Other Fellow"

The only chance capitalism has of mustering up enough votes to prevent its extinction lies in the prospect that people who do not want their own businesses socialized will, somehow, get smart enough to oppose socialism for the "other fellow" as well as for themselves. Nothing but the attainment of this simple understanding stands in the way of changing the adherents of capitalism overnight from the futile, bickering, defeatist minority they are now into a triumphant majority.

It surpasses belief that so obvious a conclusion could persistently escape the comprehension of

brains which have risen to the top of many of the country's largest enterprises, but palpable facts cannot be dismissed by plausible theories; and the undiluted socialism of highway finance advocated by such a citadel of alleged "conservatism" as the National Highway Users Conference stubbornly confronts anyone tempted for other reasons to attribute superior acumen to America's business leadership. A booklet published by this organization, entitled "Why the Toll Method of Financing Roads Is Unsound," was discussed in these pages two weeks ago, attention being drawn to the fact that insistence by the "highway users" that highway costs be spread by taxation among non-users is a position applicable with equal persuasiveness to paying the costs of any economic service in precisely the same coercive manner. If this should happen, the whole economy would be socialized.

The "highway users" are exercised by the fact that there has arisen in many states a strong and apparently spontaneous movement for financing long-haul highways of the "super" category by tolls rather than by taxes. This movement is plainly *a revulsion against the continued socialization of long-haul highway costs,* now that the kind of roads demanded by high-speed, long-haul traffic have become so fancy and so expensive. The farmer with a little produce to move into town and the mechanic commuting to and from work in his modest jallopy neither need nor are willing to pay—whether by taxes on real estate or on gasoline—for the gradeless, curveless, 90-mile-an-hour roads which the long-haul traffic insists upon.

Emasculating Capitalism

The revival of toll-financing of long-haul highways is a revival of the central principle of free enterprise, viz., collecting all costs from direct beneficiaries. This principle, as applied to highway finance, had been buried prematurely; and the "highway users"—since they have found advantageous to them the opposing socialistic principle of soaking the taxpayer instead of the user—are out now in a desperate campaign to deprive this renascent capitalism of its virility. They had better watch their step, as they emasculate capitalism in highway finance, lest they also weaken it to exhaustion everywhere else.

For example, the "highway users" cite as an argument against tolls the competition which would arise between the toll roads and the local roads which, perforce, *must* be financed by taxes: "The design standards of the free road must be held materially lower than those of the toll road, else the latter will be robbed of nearly all its material support." Those words exactly describe the position of the user-supported railroads in meeting the competition of long-haul highways of superior "design standards" upon which tolls are not levied.

A railroad and a long-haul highway are, economically, precisely the same kind of facility. Since the railroad is privately owned, it has no taxing power, enabling it to force people who do not use the railroad to help pay for it. Hence the railroad is "robbed of material support" when it is paralleled by a highway which may be used without the payment of a specific charge. If the "highway users'" argument against toll highways is valid, then financing railroad fixed plant by taxation instead of by charges on railway patrons would be equally valid.

Socialized Financing

If the "highway users" are going to insist on socialized financing of long-haul highways which compete with railroads, then, by their very own arguments and in their very own words, they are "robbing" the railroads of "material support." They will inevitably force socialized financing upon the railroads, or the railroads will have to fold up—which is not economically or socially tolerable, because there are transportation functions performed by the railroads which the highways cannot assume, at costs within the limits of practicability.

There are a lot of big business opponents of President Truman's socialistic program who would be left red-faced and speechless, if railroad men would be sufficiently courageous to turn the critical spotlight upon the wholly parallel and wholly socialistic policies toward transportation which these high-placed critics of Mr. Truman not only tolerate but insist upon.

NEW INGREDIENT FOR 1949 RAILROAD FAIR

On February 1, the railroads sponsoring the new Railroad Fair at Chicago will submit their plans for individual or group exhibits. From what we have been able to learn about these plans—which isn't much, seeing how coy and secretive these railroads are about their theatrical ventures—the emphasis is going to be on "better" rather than "bigger."

The 1948 Fair had to be put together in a hurry and there was little experience with an industrial show of this character to serve as precedent. Now, on the contrary, the sponsoring roads have had plenty of time to plan and to devise their presentations on the highest possible plane. They have last year's experience and a wealth of comment and criticism to guide them. There can be no fear that the public will not be interested in the outcome.

As this paper pointed out editorially last October,

in suggesting that the Fair be put on again in 1949, the re-presentation will afford an excellent opportunity to place more emphasis on the exposition as a *national event*. Although the 1948 show began as a part of the centennial celebration of the first railroad out of Chicago, it did honor—especially in the pageant—to railroads everywhere in the country. The 1949 Fair can and should be just as much a show for non-Chicago roads as for those which enter that city.

Major L. R. Lohr, president of the fair corporation, says he will ask exhibitors to inject into their presentations the highest possible entertainment value, and he foresees a substantial increase in the number of shows, audience-participation amusements and like features. Of course, such offerings of the 1948 Fair as the rodeo ranch of the Burlington-Great Northern-Northern Pacific, and the Rock Island's "Rocket Village," with its country dances for the public, were of this type. But Major Lohr wants still more of them. The "static exhibit" he hopes to eliminate entirely.

With this aim no one in the railroad business can quarrel, as long as the goal does not exceed the purse of the railroads or the long-term value of the show in winning public esteem. The company or organization which gives people a good time will be well and kindly remembered. This substantial and respectable industry, which tends to have more dignity and reticence than is fashionable nowadays, will find in the Fair a fitting occasion to "let itself go."

Nevertheless, amusing people is not the railroads' principal job. The cost and effort which the 1949 show will entail suggest that the endeavor be made both in the exhibits and in the pageant itself to inculcate a palatable portion of sound economic and political doctrine. Good-will isn't worth a continental unless it has a cutting edge to it. The public's interest in the Fair arises from its desire to be entertained, but the railroads' interest in it lies in the degree to which a medium of entertainment can be made to serve also as a vehicle for education.

The 1948 show—especially the pageant—succeeded in identifying the railroads with America's romantic past and as a useful servant in present-day life, which achievements should be preserved in the new show. But, in 1949, it is certainly desirable that an effort be made, also, to establish the identity which exists between national prosperity and a political climate for the railroads which will give them a fairer competitive "break" and an opportunity to earn a living which will make their securities attractive, once more, to private investors. To disseminate such information without inviting reproach for special pleading and dullness is an extremely difficult job—one which has not yet been successfully carried off. If the railroads running the 1949 Fair can meet this challenge successfully, they will "have something."

STRING CITIES

Some interesting information on trends in urban development is included in a paper "Handling Suburban Traffic on Steam Railroads" presented at the Midwest General Meeting of the American Institute of Electrical Engineers in Milwaukee, Wis., several weeks ago, by H. L. Slomon, transportation engineer of the Westinghouse Electric Corporation.

Mr. Slomon calls attention to the fact that mass production of automobiles and buses—combined with better roads, superhighways and socialized rapid transit—steadily reduced the volume of railroad commuter traffic from 7 billion passenger-miles in 1926 to a low of 4 billion in 1940. But, by 1946, the last year for which figures are available, this traffic had increased to almost 6 billion passenger-miles.

A substantial gain of almost ½ billion commutation passenger-miles was recorded for the year 1946 over 1945, following the end of both the war and gasoline rationing; this in spite of the fact that many big industries were on strike for as long as three months during the year, and new automobiles were on the market for the first time since 1941.

For explanation, Mr. Slomon offers three reasons. First, the greatest part of the postwar new home projects are being built in the suburban sections of large metropolitan areas. Second, a fairly high proportion of the downtown business populations returned either from the armed forces or from factory jobs in war plants located generally in the outlying sections of the larger cities. Third, the prohibitive cost of providing adequate parking facilities and additional street space for automobiles has sharply curtailed their use for commuter transportation.

The most effective means of handling large volumes of commuter traffic is railroad electrification employing multiple-unit cars. According to the author of the paper, this is not the immediate answer to the problems, for he says, "Since no new suburban electrification projects are planned in this country, all activity in this field will be limited to existing systems for many years." For those who have such systems he offers information on the effectiveness of different types of equipment.

The significance of the situation is that the dream of the "string city," served largely by automotive means with everyone living in isolated country homes, is being pushed farther into the future by natural human inclinations and the necessities of practical living. Railroads with commuter traffic to handle are likely to find it necessary to make additions to existing facilities. Apparently new electrification is not yet called for, but the revival of commuter traffic is creating a need for new equipment and may eventually bring about the study of new installations.

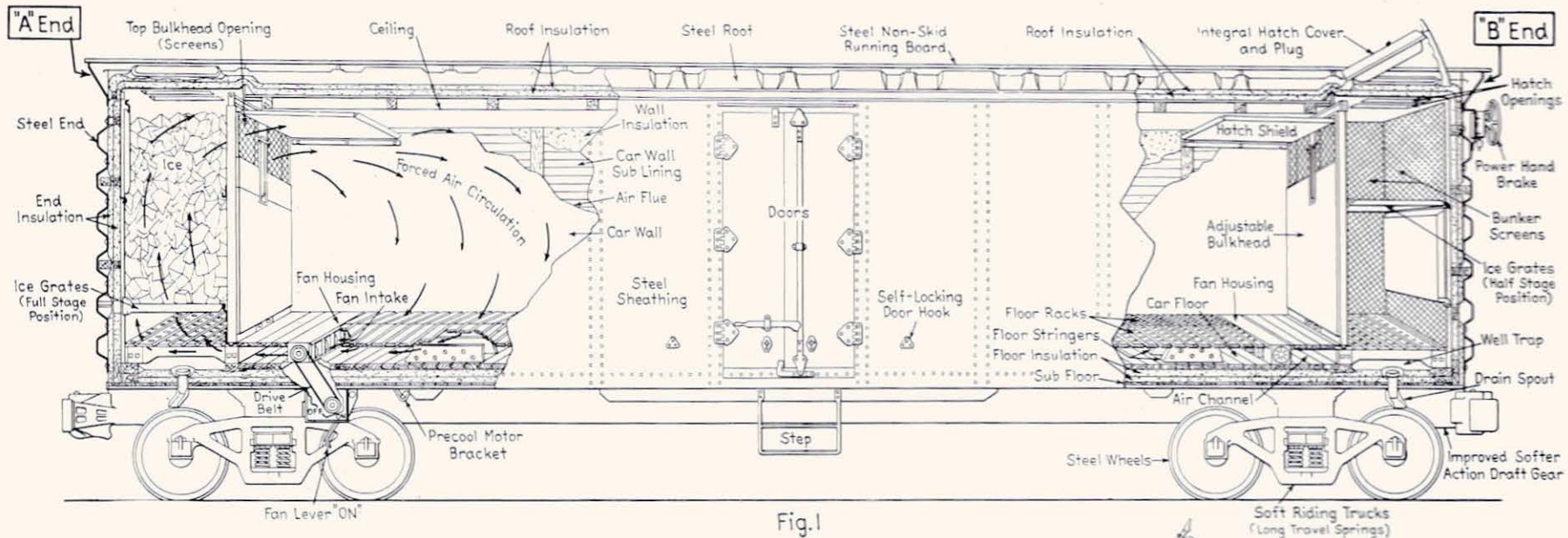


Fig. 1

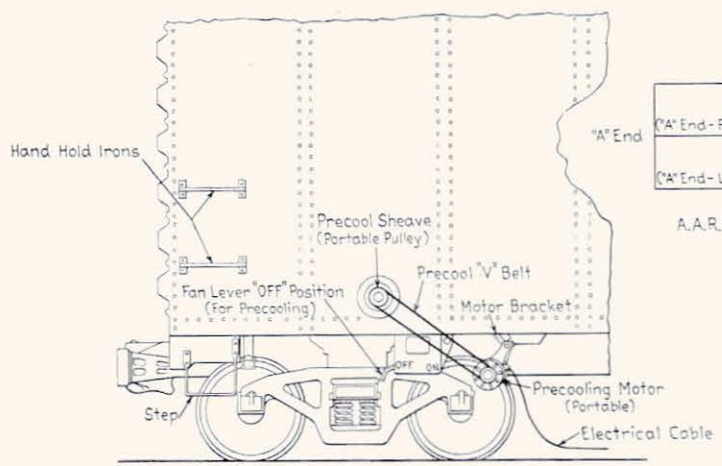
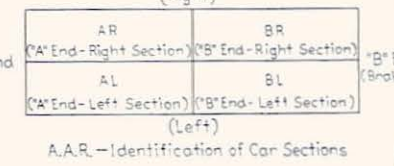


Fig. 2



A.A.R.—Identification of Car Sections

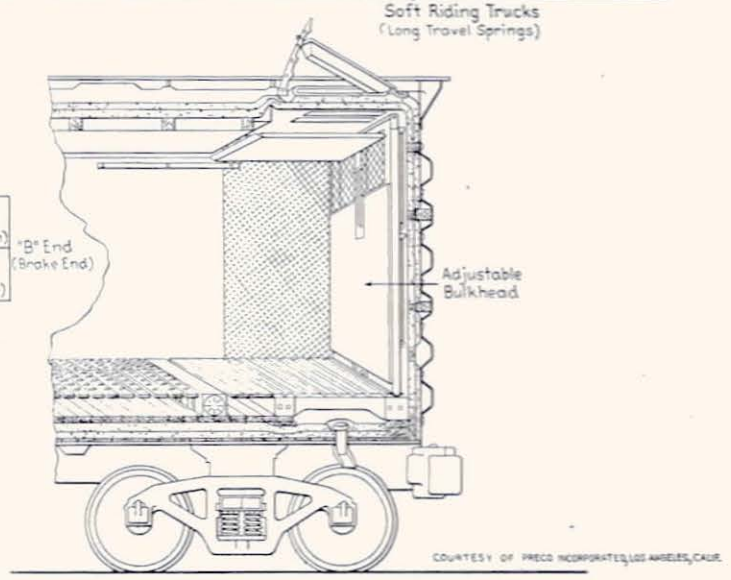


Fig. 3

The principal improvements in the refrigerator car recommended by the Refrigerator Car Committee of the United Fresh Fruit and Vegetable Association

THE POST-WAR REFRIGERATOR CAR

Constructive formulation of specifications by shippers began in 1944 — Today 25,000 cars built to these proposals are in service and early delivery of 10,000 more is expected

Five years ago, at its convention in Chicago, the United Fresh Fruit and Vegetable Association appointed a Refrigerator Car Committee to consider the needs of the industry and be ready with recommendations for the consideration of the railroads and private car lines in advance of the resumption of post-war car production programs. This committee, under the chairmanship of John N. Kelley, manager of fruit transportation, Fruit Dispatch Co., New York, included 17 members representing local fruit and vegetable growers' associations and marketing organizations with headquarters in nine states.

Within a very short time the committee was ready with its recommendations for improvements in the features to be incorporated in new and rebuilt general-service refrigerator cars and for a test program for the purpose of developing further improvements to be incorporated in later cars and demonstrating the value of the features it was recommending. Because the committee recognized the difference between features which have been in service long enough to have demonstrated their practicability and those which should be left to further development, and because its recommendations, particularly those as to dimensions, assured the railroads that one car design would meet the needs of all fresh fruit and vegetable shippers, the proposals have had the support of the Association of American Railroads and individual railroads and private car lines. Rapid progress has been made, since the removal of war-time restrictions, in providing cars meeting most of the committee's recommendations, either new or rebuilt.

25,100 in Operation

Today there are about 25,100 modern refrigerator cars in operation. These cars are equipped with forced-circulation fans and so will be some 10,000 more cars which are on order or under consideration for early delivery. Many of these cars have the other features recommended by the committee. These include steel framing and sheathing, adjustable bulkheads, half-stage icing, 4-in. and 4½-in. insulation in the walls, and in the roof and floor, respectively, improved floor racks, and side-wall air circulating flues. All of the new cars are built to the proposed inside dimensions, and many of them have trucks with steel wheels and long-travel springs, and soft-acting draft gears.

Thus a big start has been made on a supply of cars closely following the recommendations of the association's Refrigerator Car Committee which were formulated to meet the needs of shippers of approximately half of the loads requiring refrigerator cars. The problem now faced by the association is to get clearly before all of its members an understanding of what

CARLOADS AND TONS OF REFRIGERATOR CAR TRAFFIC ORIGINATED ON CLASS I RAILROADS DURING THE YEAR 1947

Commodity description	No. of carloads	No. of tons	Average loading, tons	Per cent of total no. of carlds.
Fruits and Vegetables				
Fresh Fruits — Except Melons and Citrus:				
Apples, fresh, not frozen	47,471	943,661	19.88	2.24
Bananas, fresh	100,660	1,248,682	12.40	4.74
Fruits, fresh, N.O.S., not frozen	16,892	245,885	14.56	0.80
Grapes, fresh	28,860	506,800	17.56	1.36
Peaches, fresh, not frozen	26,598	317,585	11.94	1.25
Pears, fresh, not frozen	17,809	344,447	19.34	0.84
Berries, fresh, not frozen	530	8,537	16.11	0.02
Total	238,820	3,615,597	15.14	11.25
Fresh Fruits—Frozen:				
Fruits and berries, fresh, frozen	4,952	135,228	27.31	0.23
Citrus:				
Oranges and grapefruit	139,231	3,181,863	22.85	6.56
Lemons, limes and citrus fruit, not frozen	13,712	282,400	20.60	0.64
Total	152,943	3,464,263	22.65	7.20
Melons:				
Watermelons	30,360	400,677	13.20	1.43
Cantaloupes and melons, N.O.S.	26,029	323,658	12.43	1.23
Total	56,389	724,335	12.85	2.66
Fresh Vegetables:				
Potatoes, other than sweet	276,956	5,924,908	21.39	13.05
Celery	23,382	292,205	12.50	1.10
Lettuce	78,191	950,105	12.15	3.68
Tomatoes	26,027	331,878	12.75	1.23
Vegetables, fresh, N.O.S.	99,406	1,297,444	13.05	4.68
Onions, dry	35,985	557,865	15.50	1.69
Cabbage	25,810	343,570	13.31	1.22
Total	565,757	9,697,975	17.14	26.65
Fresh Vegetables—Frozen:				
Vegetables, fresh, frozen	5,331	148,342	27.83	0.25
Total Fruits and Vegetables	1,024,192	17,785,740	17.37	48.24
Other Commodities In Refrigerator Cars				
Food products, N.O.S. in cans and packages	415,693	12,029,231	28.94	19.58
Meats, fresh, N.O.S.	300,453	4,168,578	13.87	14.15
Meats, cooked, cured, dried or smoked	38,963	816,456	20.95	1.84
Packing house products, edible, N.O.S.	46,023	948,344	20.61	2.17
Seafood, N.O.S.	5,565	91,426	16.43	0.26
Food products, N.O.S., frozen	7,101	163,991	23.09	0.34
Eggs	26,800	423,720	15.81	1.26
Butter	21,029	351,200	16.70	0.99
Dairy products, N.O.S.	3,560	83,034	23.32	0.17
Margarine, N.O.S.	4,246	90,802	21.39	0.20
Cheese	19,948	422,048	21.16	0.94
Poultry, dressed and frozen	21,675	355,909	16.42	1.02
Liquors, malt	168,673	4,845,646	28.73	7.94
Beverages, N.O.S.	19,132	806,481	42.15	0.90
Total	1,098,861	25,596,866	23.29	51.76
Total refrigerator carloads	2,123,053	43,382,606	20.43	100.00

Source I.C.C. Statement No. 4810

are the features of these cars and how they can be used to the shippers' advantage.

Standardized inside dimensions will undoubtedly prove beneficial to shippers and car owners alike. As the number of these cars increases each shipper's methods of loading will become improved and standardized. Uniform height of floor racks and door sills above the rail will in time get rid of doors which will not clear loading platforms and platform heights can be fixed with assurance in new warehouse designs.

Adjustable bulkheads are of value to shippers of perishable products which require only top icing because they permit loading in the bunker space. They will be of value to the car owner and the railroad by meeting the demands of some of these perishable shippers for 50-ft. refrigerator cars, and will permit better loading of package goods when return movements are made without refrigeration.

Car loads which require less ice than full bunkers can be refrigerated with bunkers half filled if the grates can be placed half way up in the bunkers. This applies particularly to cars without fans, but is also effective in fan cars while standing in terminals. Under gravity air circulation the same amount of ice in the bottom of the bunker is ineffective because of the low gravity head. The half-stage grates also simplify unloading bunkers at destination under winter weather conditions.

Economy in Upkeep

The structural and operating features of the cars will ultimately make for economy in their upkeep. The steel bodies are not subject to wracking with the accompanying damage which this causes to the insulation. For the same reason doors and hatch plugs will stay tight longer, resulting in the long run in better service to the shipper. The easier riding trucks and softer draft gears recommended by the committee will also tend to reduce maintenance of the cars as well as to reduce rough-handling damage suffered by the lading.

These cars have from one-half to one-third more insulation in the walls, floor and ceiling than most of the older refrigerator cars for regular service. The advantage of this in increased reliability and reduced cost of refrigeration is obvious. With the side-wall flues recommended by the committee, it seems probable that these cars may make special cars with 5 in. and 6 in. of insulation unnecessary for the movement of frozen foods. By providing a circulation of inside air around the sides as well as over, under and through the load, the sides are protected from damage from contact with the walls of the car, which may be much warmer than the load in summer. They are handling frozen foods successfully. This feature is equally effective to protect other types of lading from freezing where in contact with the sides of the car in the winter.

Another of the committee's recommendations is for floor racks improved to provide more air space under the load and to provide passages through the floor-rack stringers to permit a cross as well as a longitudinal flow of air under the load. This is needed in all cars and especially in cars with side-wall flues to equalize the return flow to the fans. Metal racks, some of aluminum alloy, are coming into use.

One of the features which was slowly making progress before the association began its study of the regular-service refrigerator car is the forced circulation of air while the car is in motion. The fans, which are driven from one of the wheels on each truck, produce a forced circulation of air counter to the ordinary gravity flow. This serves to equalize the temperature of the load quickly, whether the car is under heat, ventilation or refrigeration. This has made it possible to load heavier without risk of increased spoilage. Portable electric motors, connected to the fan drive outside the car, can be used for precooling or for maintaining uniform temperatures throughout the load whenever a car is held in transit or at terminals.

According to the statement of the Refrigerator Car Section, Car Service Division, A.A.R., as of January 1, 1949, there are 130,618 freight refrigerator cars of all types in service on the railroads of the United States. Of this total, about 22,000 are packers' cars and others not used in the transportation of perishables. Something less than 2,000 of these are the heavily insulated type which find their principal use in moving frozen foods. The approximately 108,000 remaining cars are of the regular service type which handle most of the perishables. It is this group of cars which are being replaced by or converted to cars embodying the recommendations of the Refrigerator Car Committee of the United Fresh Fruit and Vegetable Association. They not only handle the fresh fruit and vegetables but a large proportion of the other commodities which move in refrigerator cars.

Committee Will Continue Work

In addition to its immediate task of carrying on a campaign of education among all members of the association to insure that they will reap the full benefits of the improved cars whenever they are loaded, the Refrigerator Car Committee proposes to continue its effort toward improving the effectiveness of the refrigerator car. Projects for future consideration of the committee include a study of new methods of refrigeration; the development of sliding side doors for refrigerator cars; the development of heavier floor racks to permit the palletizing of lading and the use of temperature-indicating devices readable from the outside of the car. These latter devices are already in service on a few cars and the committee considers their more general use to be the next important improvement in the refrigerator car for regular service.

Throughout its life the Refrigerator Car Committee has worked closely with the Mechanical Division of the A.A.R. Both the committee and the Mechanical Division have had the cooperation of the United States Department of Agriculture, the former during the formulation of its recommendations and the latter in connection with the program of tests and advanced research which it has undertaken. The committee also has had the support of all other associations representing the fresh fruit and vegetable industry, including the Canadian Fruit Wholesalers' Association. To the support of individual railroads and private car lines is due the extent to which the recommendations of the committee have been and are being embodied in new and rebuilt refrigerator cars.

DEFERRED MAINTENANCE PUT AT $560 MILLION

Latest estimate of I.C.C. Bureau of Valuation compares with $450 million a year ago; all in fixed-property items

Deferred maintenance in the amount of $560 million has currently accumulated on the Class I railroads, according to the latest issue of the "Railroad Maintenance Study" which is made annually by the Engineering Section of the Interstate Commerce Commission's Bureau of Valuation. The previous study, issued a year ago, put at $450 million the deferred maintenance accrued up to that time.

The present study, dated December 1, 1948, and made public January 19, carried the usual disclaimer to the effect that it "has not been examined or passed on" by the commission. Like its predecessor, which was reviewed in the *Railway Age* of December 20, 1947, page 60, it found all the deferred maintenance in fixed-property items, the breakdown being: Tracklaying and surfacing, $161,072,000; ties, $155,089,000; rail, $96,566,000; other track material, $85,082,000; station and office buildings, $13,530,000; ballast, $12,319,000; superintendence, $10,835,000; signals and interlockers, $6,528,000, and roadway maintenance, $4,882,000.

These figures total $545,903,000, and the $560 million was adopted as a round-figure estimate. Explaining the failure to find any deferred maintenance of equipment, the study said:

"Deferred capital expenditures should not be confused with deferred maintenance, and while we appreciate that there is a shortage of freight train cars which results in cars being kept in service beyond the economic service life, the fact that patch-work repairs only are being made to such cars does not indicate deferred maintenance. This type of deferred maintenance will eventually be taken care of through retirement when traffic declines or when more new cars are available."

Deferred Capital Expenditures

Because there has been "some misrepresentation" of the study, and because of the "confusing ideas" concerning "deferred maintenance" and "deferred capital expenditures," the bureau included its definitions of those terms in the present issue. "Deferred maintenance in this study," it said, "is an estimate of the expenditures above normal that should be and probably will be made by the railroads in the near future for the necessary labor and materials to make good the present deficiencies in maintenance (repairs and replacements) that are below normal and to bring their status to a 50 per cent condition on the average . . . This deficiency is an estimated future financial liability against the carrier. It does not represent the total accumulated cost of necessary repairs and replacements since there may be surplus maintenance elsewhere in the property. It is the excess of below normal maintenance over surplus maintenance."

As to capital expenditures, the study distinguished between "deferred capital expenditures (replacements protected by depreciation reserve)" and "deferred capital improvements (replacements involving improvements)." The former were considered susceptible of "reasonably approximate" estimates; and the study found that "little, if any, deferred capital expenditures occur in fixed-property accounts," but that capital expenditures for equipment have been deferred in the amount of over $750 million. It emphasized, however, that there is an offset to this figure in the depreciation reserve, "since the over age cars . . . cause the accumulation of an excessive reserve because of delayed retirements."

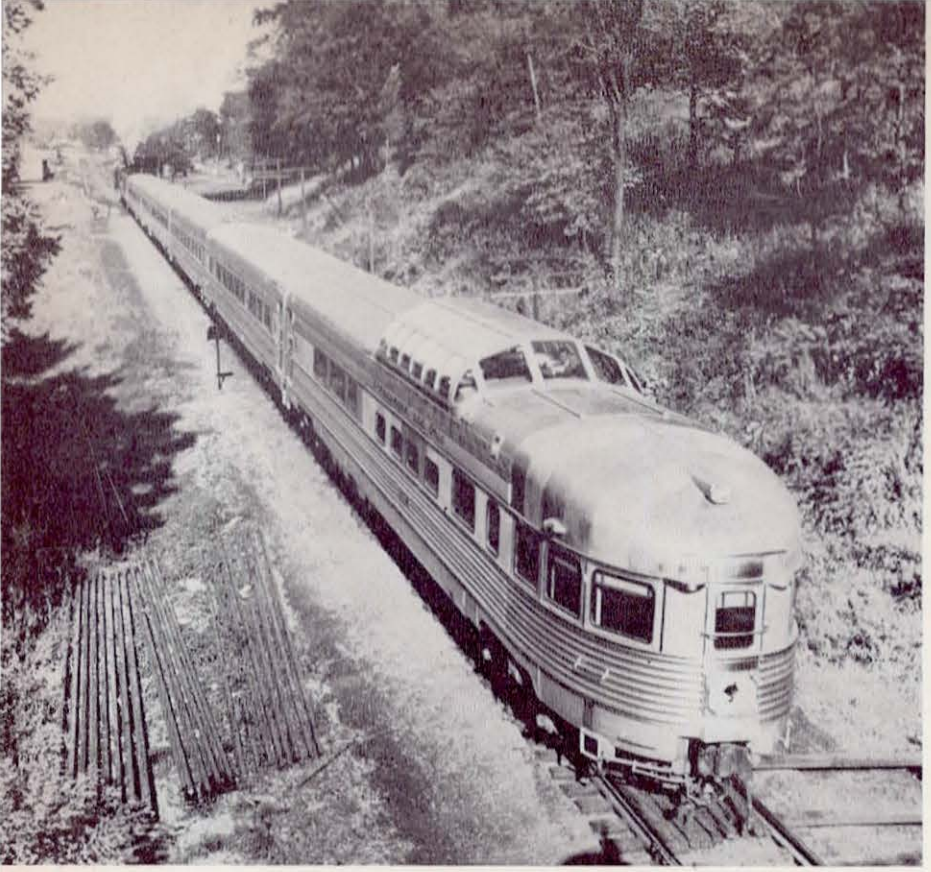
Estimates of "deferred capital improvements" were found generally to be "somewhat intangible and almost unlimited depending upon the individual railroad." However, exceptions were recognized in the case of rail for which the study estimated that capital improvements in the way of heavier weight have been deferred in the amount of about $50 million; and in the case of freight-train cars where "it would take $150 million to replace the average type of car reflected in the 'deferred capital expenditures' estimate with the type of car that is currently purchased."

Methods Employed in Study

The study attributed the deferred maintenance which it found to priority controls and labor and material shortages in the war and post-war periods. Except for refinements, the methods employed in making the deferred-maintenance estimates were the same as those used previously. Generally, they involved detailed chart studies on a dollar basis, except for the track accounts, where it was found "more expedient" to use units of property rather than dollars. Adjustments were made to eliminate retirement and depreciation charges, to allow for the excess cost of overtime work, to convert to "a common dollar of equal purchasing power," and to reflect the effect on maintenance costs of changes from the "normal" volume of traffic.

The bureau expressed the view that the study's methods "will more accurately determine deferred, surplus or normal maintenance than any other method." It also said:

"We do not believe any method that is related to the yearly budget measures, except by accident, the physical deferred maintenance in the property, since budget accounts are a measure of the financial ability of a road to perform definite amounts of maintenance work in a particular year, and usually those expenditures are so involved with betterment work that they frequently create surplus maintenance in anticipation of future needs in accordance with some long-term improvement program."



Installation of streamlined equipment and operation on optimum schedules increased the average number of passengers per train from 118 to 176 on the C. & O.'s four daylight runs between Chicago and Grand Rapids

RESCHEDULING PUTS MORE PASSENGERS ON STREAMLINERS

Experience of the Chesapeake & Ohio in the operation of its new streamlined "Pere Marquettes" between Chicago, Muskegon, Mich., and Grand Rapids demonstrates that even superior passenger equipment will not attract all of the new business possible *unless* it is operated on schedules which take into consideration the needs of the majority of the patrons served. One train on which travel gained only 7.5 per cent following introduction of the latest type of stainless steel equipment, shortly thereafter realized a 61.7 per cent increase in the average number of passengers when placed on schedules specifically designed to afford the type of service which travelers most desired.

On October 25, 1948, the C. & O. placed two new streamlined, Diesel-powered, all-coach trains in daylight service between Chicago and Grand Rapids, a distance of 184 mi.

The new streamliners replaced standard trains which already consisted of better-than-average equipment. When first inaugurated, the "Pere Marquettes" operated on the same schedule as the trains they replaced except that each train was speeded up by 10 min., and a few minor adjustments were made in arrival and departure times. One train made a round trip daily, carrying through cars for a connection at Holland, Mich., to and from Muskegon. The second train made a round trip daily, except Sunday, without a Muskegon connection.

During the first 28 days of streamlined equipment operation, the new trains handled a total of 14,001 revenue passengers, compared with 12,239 in the 28 days preceeding, an increase of 14.4 per cent. The Muskegon connections handled 2,203 passengers compared with 1,291, an increase of over 70 per cent.

On November 22, after a study of travel demands and consultation with civic groups in the communities served by the new trains, the passenger traffic department made important adjustments in the schedules. In the 28-day period immediately following this action, the total number of passengers on the Grand Rapids trains increased from 14,001 to 18,319, an additional 30.8 per cent, and Muskegon branch travel jumped from 2,203 to 3,547, an additional 61 per cent.

The principal difference in the adjusted schedules was not in accelerated running time, but in the hours of departure and arrival, and particularly in the interval of "lay-over" time afforded at Chicago for one-day passengers from Michigan points. Under the original schedule, the maximum time available in Chicago on a one-day trip was 2 hr. 25 min.; i.e., from 2:30 p.m. until 4:55 p.m. On the current schedule, which took effect on November 22, 1948, a 10:55 a.m. arrival

Table 1—Schedule of Day Trains between Chicago, Grand Rapids and Muskegon During the Three 28-day Periods Covered by the Passenger Count

		Sept. 25 to Oct. 24 (standard equipment)		Oct. 25 to Nov. 21 (streamlined)		Nov. 22 to Dec. 19 (streamlined)	
		No. 6	No. 8	No. 6	No. 8	No. 6	No. 8
Lv. Chicago	C.S.T.	10:15 a.m.	4:55 p.m.	10:00 a.m.	4:55 p.m.	9:45 a.m.	5:25 p.m.
Ar. Muskegon	E.S.T.	...	10:40 p.m.	...	10:35 p.m.	3:20 p.m.	11:05 p.m.
Ar. Grand Rapids	E.S.T.	3:25 p.m.	10:00 p.m.	3:00 p.m.	9:50 p.m.	2:45 p.m.	10:20 p.m.
		No. 3	No. 5*	No. 3	No. 5*	No. 3	No. 5*
Lv. Grand Rapids	E.S.T.	11:20 a.m.	5:00 p.m.	11:20 a.m.	5:05 p.m.	7:55 a.m.	5:15 p.m.
Lv. Muskegon	E.S.T.	...	4:10 p.m.	...	4:15 p.m.	7:15 a.m.	4:30 p.m.
Ar. Chicago	C.S.T.	2:30 p.m.	8:05 p.m.	2:20 p.m.	8:00 p.m.	10:55 a.m.	8:10 p.m.

*No. 5 runs one hour later on Sundays

Table II—Effect on Passenger Travel of the Streamlining and Rescheduling of the Chicago-Grand Rapids Day Trains

28-day period	Average Number of Revenue Passengers Per Trip No. 3	No. 8	No. 6	No. 5	Per Train
Sept. 27 to Oct. 24; old schedule, standard train	107	140	81	137	117.7
Oct. 25 to Nov. 21; old schedule, streamlined train	115	165	91	159	134.6
Nov. 22 to Dec. 19; new schedule, streamlined train	173	222	105	194	176.1
Per cent increase with old schedule, streamlined train	7.5	17.9	12.3	16.1	14.4
Per cent increase on streamlined train with new schedule over old schedule	50.4	34.5	15.4	22.0	30.8
Per cent increase on streamlined train with new schedule over standard train with old schedule	61.7	58.6	29.8	41.7	49.6

Table III—Effect on Passenger Travel of the Streamlining and Rescheduling of the Muskegon Connections with Chicago-Grand Rapids Day Trains

Connection with.....	Average Number of Passengers Per Trip No. 6	No. 8	No. 3	No. 5	Per Train
28-day period Sept. 25 to Oct. 24; old schedule, standard equipment	..	25	..	21	23*
28-day period Oct. 25 to Nov. 21; old schedule, new equipment	..	36	..	43	39*
28-day period Nov. 22 to Dec. 19; new schedule, new equipment	13	44	27	38	34**

*two trains
**four trains

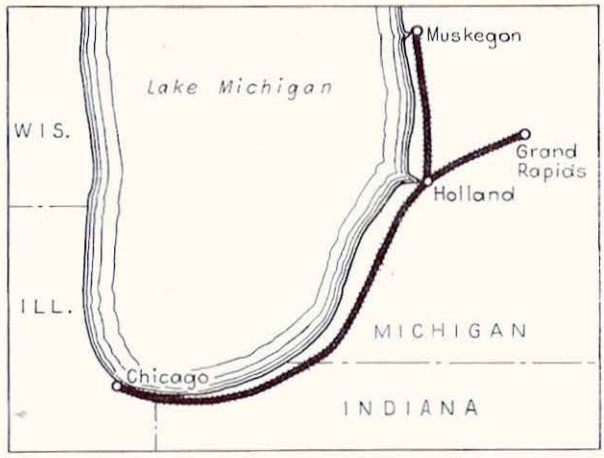
at Chicago, and a 5:25 p.m. departure therefrom, allows a Chicago visit of 6 hr. 30 min. A Muskegon connection was established with the morning trains in each direction, creating an entirely new service.

Unfortunately, it was impractical to adjust the Chicago-Grand Rapids service so as to allow a full business day at the latter point because of the change from central to eastern standard time eastbound.

Railway Age, through the cooperation of the C. & O. in making passenger counts available, has analyzed trends resulting from the two separate service changes; first, the introduction of streamlined equipment, and, later, the adjustment of schedules. A study covering three 28-day periods; i.e., the 28 days before introduction of the new equipment, the 28 days with the new equipment operating on the old schedule, and the 28 days with streamlined equipment on the new schedules, indicates (1) that the travel was heavier on the evening trains than on the morning trains in both directions throughout the three periods, and (2) that after the adjustment of schedules, the train running to Chicago in the morning and returning from Chicago in the evening, which was changed to provide a much greater Chicago lay-over, enjoyed a far greater percentage increase than the trains to and from Grand Rapids, where—as noted—no appreciable adjustment could be made in the lay-over time. Following are the counts covering the two services under the old schedule from September 27 to October 24, and the new schedule from November 22 to December 19:

	Old Schedule	New Schedule	Per Cent Increase
Total passengers carried, Nos. 3 and 8 (to and from Chicago)	6,477	10,367	60.0
Total passengers carried, Nos. 6 and 5 (to and from Grand Rapids) ..	5,762	7,952	38.0
Total, all four day trains	12,239	18,319	49.6

Factors other than the new equipment and schedules



The Chesapeake & Ohio's new "Pere Marquettes" provide morning and evening service in both directions between Grand Rapids, Muskegon and Chicago

which had some effect on the increases in the later period were the Thanksgiving and pre-Christmas holiday travel.

The percentage increases indicated in Table II seem to show that full benefit was not received from the new passenger equipment until its operation was placed on schedules especially designed to meet the new requirements of the travel market served. Trains Nos. 3 and 8, which could be so adjusted, enjoyed markedly greater increases than Nos. 6 and 5, which could not, despite the fact that the latter had the same new equipment. No. 3, for example, enjoyed only a 7.5 per cent increase when the new equipment was placed in service, but rescheduling of the streamliner brought an additional increase of 50.4 per cent. This represents a gain of 61.7 per cent in average number of passengers handled during the first 28 days of streamlined operation on new schedules, compared with the last 28 days of non-streamlined operation on old schedules.

Table III indicates a considerable increase in travel on the Muskegon connection. While the average patronage per train declined when the additional round-trip was established—adding 68 train-miles in short turnaround service daily except Sunday—nevertheless the total number of passengers using the Muskegon service increased, as shown below, and contributed to the increases of the main line Chicago-Grand Rapids runs:

28-day period	Total number of passengers using Muskegon day trains
Sept. 27 to Oct. 24	1,291 (2 trains)
Oct. 25 to Nov. 21	2,203 (2 trains)
Nov. 22 to Dec. 19	3,547 (4 trains)

Night train coach and sleeping car travel on the C. & O. between Chicago, Muskegon and Grand Rapids has been adversely affected only to a small extent by the improved day-train service.

A contributed article in the Passenger Progress Issue of *Railway Age*, November 20, 1948, entitled "Taking the Guesswork out of the Passenger Business," presents some of the findings of its authors in the factors governing traffic potentials and scheduling, and is of added significance in light of the C. & O.'s experience in the scheduling of its new streamliners.

I.C.C. ANNUAL REPORT CALLS FOR MORE EFFICIENT OPERATION

Warns that rate increases can become "self-defeating," and says that railroads must do "much more" than they have been doing to reduce costs; most legislative recommendations are repeaters

Warning that rate increases "may be carried to the point where they are largely self-defeating," the Interstate Commerce Commission asserted in its sixty-second annual report that the railroads must do "much more" than they have been doing to "increase the efficiency and reduce the costs" of their operations. "In their own interests," the commission also warned, the railroads "must not rely or expect us to rely solely on what their cost sheets show."

The report, which went to Congress on January 24, was in the usual form, being a 134-page document reviewing commission activities during the period from November 1, 1947, to October 31, 1948. All but two of its legislative recommendations were repeaters from the previous annual report. The exceptions were recommendations that the Interstate Commerce Act's Part III be amended by the insertion of a new section (312a) which would give the commission the same authority to revoke water-carrier certificates that it now has with respect to certificates of motor carriers and freight forwarders; and that limitations be put on the time within which actions may be brought for the recovery of undercharges by or against motor carriers and forwarders.

Would Regulate Communications, Train Rules

Among the repeaters was the recommendation that section 25 of the act's Part I be amended to "promote safety of railroad operation" by giving the commission authority to require railroads "to install and maintain telegraph, telephone, radio, inductive, or other wayside or train-communication systems . . . and to establish and maintain rules, regulations, and practices with respect to operation of trains." Bills to thus extend the commission's regulatory jurisdiction were among those that failed of enactment in previous Congresses, but they have already been reintroduced in the present Congress.

While it did not list the suggestion with its formal legislative recommendations, the commission indicated its view that Congress might well consider repealing the taxes on amounts paid for the transportation of property and persons. "This method of taxation," the report said, "discriminates against long-haul shippers in reaching common markets in competition with short-haul shippers and adds to the difficulties of for-hire carriers in their competition with private transportation by automobile, truck, or vessel. In view of this discrimination, and of the greater opportunities enjoyed by such private transportation since the war, it appears reasonable to question whether continued use of for-hire carriers for tax-collecting purposes is justified."

In asserting that the railroads must do "much more" in the way of cutting costs, the commission, as the report put it, was "not unmindful of the many efforts which the railroads individually and to some extent collectively are making to increase the efficiency of particular operations." Also, it was "appreciative of the fact that most railroads face difficulties in securing outside funds with which to effect cost-reducing fixed improvements." Nevertheless, the report went on to insist that opportunities to effect economies "extend from the multitude of minor day-to-day operations to large-scale changes in practices which require careful planning and substantial capital investments."

"Bold Experimentation" Required

"Lapses in operating procedure which lower standards of services," the commission continued, "are costly to correct and discourage the use of rail service. A thorough searching out of better ways of doing these lesser things which constitute a railroad's day's work must be undertaken. Bold experimentation with new devices and methods seems also to be required in some instances. The cooperation of employees, from top to bottom, is a first essential for successful determination of where weaknesses lie and for the application of remedial steps. Imagination and ingenuity must be brought to the task. The responsibility for effecting improvements lies directly with the railroads. It will be our purpose, however, to furnish such help as may be possible."

Meanwhile, the commission had elaborated a bit on its warning that rate increases may become "self-defeating." "Viewed from a broader standpoint," it said, "continuing and large advances in rates work changes in the national economy which, on the whole, should be avoided where possible. Whether transportation is cheap or dear in terms of other prices, the flow of goods into our characteristically national markets and the economies flowing therefrom will be checked."

Next, the commission quoted a similar warning from its previous annual report which had stated it this way: "Decentralization or relocation of industries, and to an extent of population, the use of substitutes, recourse to foreign markets, and diminution of tonnage or travel and of revenue therefrom, are consequences

when the price of transportation is forced upwards by costs to a level which the traffic will not bear." That previous report also raised the operating-economies issue; it suggested that the railroads should undertake to bring about "a greater degree of terminal unification" and thus make the resultant economies share, with general rate increases, the burden of offsetting the "rising spiral of costs" (see *Railway Age* of January 24, 1948, page 50).

The present report's legislative recommendations, in addition to those mentioned above, repeated previous commission calls for enactment of various amendments to the Interstate Commerce Act which are "of a minor or noncontroversial nature." The proposed amendments would extend to carrier associations the commission's authority to require reports and inspect records; remove from commission jurisdiction the extension, acquisition, or operation [as well as the construction or abandonment, as already provided] of electric railways which are not operated as parts of the general steam railroad system of transportation; expand section 20a, which relates to securities of carriers, to make it applicable to sleeping-car companies; eliminate from section 5 (2) (b) the requirement that a public hearing be held in all merger and acquisition cases "where carriers by railroad are involved"; expand section 3(2) to give the commission authority to prescribe rules for the extension of credit by express companies; modify the act's provisions relating to service of notice to ease the commission's work in that respect; and augment section 222 by providing "a remedy by forfeiture for failure of motor carriers, brokers, etc., to keep records in accordance with regulations prescribed under Part II of the act or failure to file reports prescribed thereunder."

Still After New Explosives Act

In recommending again that the Transportation of Explosives Act be rewritten, the commission went on to suggest also that the Federal Insecticide, Fungicide and Rodenticide Act be amended "to exempt or except shipments of certain industrial poisons in tank cars, cargo tank motor vehicles or cylinders." In another part of the report, where the work of the commission's Section of Explosives was reviewed, it was explained that "some confusion to carriers and shippers is being experienced because of apparent conflicts" between commission regulations under the Transportation of Explosives Act and the requirements of the insecticide act.

Other legislative recommendations in the report were proposals that the commission be given the same emergency powers with respect to service by motor carriers and water carriers that it now has with respect to car service by railroads; that reparations provisions be added to the act for application to motor carriers, water carriers, and freight forwarders; and that section 411 be amended to provide for the regulation of consolidations and leasing of freight forwarders, and to permit a director, officer, employee or agent of a common carrier to have an interest in a freight forwarder upon authorization by the commission.

Last of the legislative recommendations was the commission's perennial suggestion that Congress should amend the Standard Time Act so as fully to occupy the legislative field respecting standards of time to be observed throughout the country. "Our prior reports," the commission said, "show the confusion and conflict and sometimes danger brought about by the independent action of individual states and communities in adopting a standard of time for local purposes differing from the standard prescribed by the Standard Time Act for the same locality . . ." Meanwhile, the commission expressed "no opinion" on proposals to include, in new standard-time legislation, provisions calling for nation-wide observance of daylight-saving time.

Opening the report with its usual review of "Transportation During the Year," the commission said at the outset that the "general condition of inflation" through which the country has been passing has had "a particularly marked effect on our work." Carrier costs, it continued, "have mounted continuously and at times abruptly," and "intervals between applications for general increases in rail freight rates have been of short duration." In acting favorably upon these applications, the commission said it has "endeavored to distribute the burden of increased costs among commodities and among sections of the country in such ways as to produce rates which, so far as possible in proceedings at once urgent and of great scope, we could consider just and reasonable."

Each of these rate determinations, the commission added, was made "with a realization of the great responsibility we bear both to the public and the carriers." While noting that the general level of wholesale prices in August, 1948, "was 110 per cent higher" than in 1935-39, while rail freight rates (without the interim increase in Ex Parte 168 which was authorized after the annual report was prepared) "average only about 44 per cent higher" than the 1939 level, the report nevertheless found "disquieting features" in connection with the freight-rate advances.

It went on to point out that rates on some commodities have been increased "much more than 44 per cent," and to say that the commission was "deeply sensible of the contributions of such increased rates to the general condition of inflation and of the fact that any substantial increase in transportation charges, even in a period of rising prices, has serious repercussions on the economy of the country as a whole, on sections, and on particular shippers." Also, the report added, there is "the consideration that downward adjustments of certain important elements of carriers' costs in the event of a substantial decline in the present level of business activity would be both slow and difficult, with the result that the railroads more than other agencies of transportation, and shippers dependent on rail service, will face added difficulties."

No Alternative to Rate Increases

Having said all this, however, the commission went on to concede that increases in wages, and advancing costs of fuel, materials and supplies, left "no immediate alternative" to the "large and successive" rate increases — "if the railroads were to have the relief to which they were entitled under the act and which was essential for the maintenance of adequate rail service in peace and in national emergencies." Then came the call for more operating economies, after

which the commission commented briefly on the age of freight cars, saying "it is recognized now in some quarters" that a higher rate of production than the present 10,000-car monthly program "is needed."

Resuming then its comment on the effect of rate increases on traffic and revenues, the commission cited the experience of the Railway Express Agency under the three successive rate increases which became effective December 13, 1946, October 25, 1947, and January 22, 1948. "Less-than-carload [express] shipments," the report said, "fell from 231.5 million in 1946 to 189.3 million in 1947, or 18.2 per cent, while the aggregate revenue increased less than 2 per cent; in the first half of 1948, the number of such shipments was 22.8 per cent below that in the same period of 1947, while the revenue earned was only 0.7 per cent greater. All business indexes indicate that the potential demand for express service has been at a peak level in the period following these increases. Shipments by parcel post have gone up sharply."

As to the competitive position of intercity motor carriers, the commission said that these truck lines "are now in a more favorable strategic position in relation to the railroads than generally has been the case in the past." During the year reviewed by the report they transported a larger volume of traffic than in "any similar period"; and their present volume, as the report put it, reflects not only the high level of production, but "presumably some new diversions of traffic from the railroads by reason of rate and service considerations." While it lacked evidence to appraise that situation accurately, it appeared to the commission that private trucking "has increased during the year." Moreover, the loss in volume of passenger traffic suffered by intercity buses, in the first half of 1948 as compared with the like 1947 period, was "materially less than the loss incurred by the railroads in the same period."

Meanwhile, the coastwise, intercoastal and Great Lakes water carriers under commission jurisdiction "have not been able to make much progress in dealing with the extremely difficult conditions, including high costs, which have confronted them since the war." The commission, the report said, has been "keenly mindful" of the problems of these water lines, but "changed conditions make it necessary to add, in frankness, that in some respects the prewar pattern of operations may be beyond restoration." Water carriers on the inland waterways "have fared better, despite large increases in costs," the report continued. It went on to explain that these carriers have been installing "labor-saving, modern equipment," and concentrating "largely" on shipments "which involve relatively low terminal handling costs." As to common carriers of crude and refined oils by interstate pipe lines, the commission reported that they show "a substantial increase in volume of business and revenues."

On Railroad Strikes

Referring to the May, 1948, strike threat of the so-called hold-out operating unions, which brought on government operation of the railroads, the commission said that "this latest emergency" served to "lend further weight" to that observation of its 1946 annual report which said: "The public interest requires a careful new appraisal of the possibilities of avoiding strikes in transportation without unduly trespassing on the rights of contending groups. The problem is not one which can be solved entirely by additional legislation; a large share of responsibility necessarily rests on carrier management and the leaders of organized labor."

Then came a brief reference to the Supreme Court's April 26, 1948, decision upholding the Federal Trade Commission's "cease and desist" order against the cement industry's basing-point system of pricing. "The finding that the absorption of freight charges by shippers is unlawful under the circumstances there presented," the report said, "is considered to have divergent effects on the several agencies of transportation and in some quarters is believed likely to lead to permanent and possible far-reaching shifts in the location of industries."

To compare the operating efficiency and financial position of the railroads following the first and second world wars, the commission set up figures for 1921-22 against those for 1946-47. On the financial side, it found that the reduction in fixed charges since 1921-22 was the only thing that prevented the net incomes available for fixed charges of 1946 and 1947 from showing up quite badly in the comparison. The 1946 net income available for fixed charges was put at $796 million, $136 million below the comparable 1921 figure and $204 million below 1922. The 1947 net income available for fixed charges was put at $965 million, $33 million above the comparable 1921 figure but $25 million below 1922. "It is apparent, therefore," the commission said, "that reductions in total fixed charges of $147 million between 1921 and 1946 and of $193 million between 1922 and 1947 were major factors in preventing very substantial decreases in 1946 and 1947 net income under the figures of a quarter of a century ago."

Division of 1947 Traffic

The usual review of the traffic and earnings of transportation agencies showed that carriers under commission jurisdiction reported for the fiscal year ended June 30, 1948, gross revenues of $13,490,765,000, of which the railroads accounted for $9,440,383,000. Revenues of private car lines and freight forwarders are not included in the total, but the report said that private car lines making quarterly returns to the commission had revenues of $155,153,699 for fiscal 1948, while the forwarders reported revenues of $60,610,409.

Traffic figures covering all carriers are given for the calendar years 1947 and 1946. In 1947, the railroads produced 664,467 million ton-miles or 66.78 per cent of the total (995,001 million ton-miles) reported by all carriers. The railroads' proportion of the 1946 ton-miles was 68.19 per cent. Their proportion of the total passenger-miles was also down, from 18.74 per cent in 1946 to 13.36 per cent in 1947. Meanwhile, the private automobile's proportion was up from 71.7 per cent to 77.76 per cent.

The commission's analysis of railroad earnings presented again the tabulation which considers employees and investors as jointly producing an income to be shared by them. The figures, covering the 12 months

ended June 30, 1948, showed that the railroads in that period collected gross revenues and other income totaling 9,372 million. Outlays for materials and supplies, depreciation charges, other expenses (except wages and salaries), and taxes, including payroll taxes, absorbed $3,943 million, leaving $5,429 million as the "remainder for employees and investors." Wages and salaries took $4,376 million, leaving for investors $1,053 million or 19.4 per cent of the employees-and-investors total. The commission's comment on this showing pointed out that payroll taxes are included as taxes and not as part of the employees' share.

With respect to the equipment situation, as reflected in the latest figures showing the number of cars and locomotives in unserviceable condition, the commission said generally that "the outlook for improved serviceability does not appear to be quite as promising as it did last year at this time." At the same time, it reported that freight car shortages were "less pronounced" during the first nine months of 1948 than in the corresponding 1947 period.

Reviewing the status of pending railroad reorganization cases, the commission noted that no plans had been returned to it under those provisions of the so-called Mahaffie Act (now section 20b of the Interstate Commerce Act) which require the commission (upon petition of an interested party and under specified circumstances) to reconsider reorganization plans for bankrupt roads in the light of new developments or changed conditions since the promulgation of such plans. Meanwhile, eight roads have filed applications for authority to effect financial readjustments under the act's voluntary revamp procedures.

Ton-Mile Revenue Highest Since 1873

In its discussion of the Ex Parte 166 freight-rate case, the commission included figures showing that the freight revenue per ton-mile, which was 0.896 cent as of June 30, 1946, had risen to 1.292 cents by August 21, 1948, after the final Ex Parte 166 increase became effective. The 1.292 cents was called the highest revenue per ton-mile "since the creation of this commission in 1887," and "apparently higher than at any time since 1873." The report added that "the economic effect of such a drastic increase in freight rates will be far reaching." It also noted that a new general rate proceeding—Ex Parte 168—was getting under way when the annual report was being prepared.

The report's discussion of various other important proceedings, disposed of during the year under review or still pending, included brief comment on the so-called war reparations cases wherein the government is assailing the railroad rates charged on its shipments of various commodities during World War II. "The aggregate amount of money sought by the government as reparation in these cases," the commission said, "is very large, and they present novel questions of law as well as complex issues of fact. It is our purpose to dispose of them as promptly as is practicable in view of their importance and complexity."

Five pages in the report were devoted to a discussion of the so-called water-competitive rate cases pending before the commission. Those cases involve rail rates competitive with water-line rates on intercoastal and coastwise traffic. The commission's discussion amounted to a defense of its actions in the proceedings and an explanation of its basic approach as one which recognizes that any adjustments of the competitve rates "must be worked out in terms of rail transportation" —because "rail rates, still the backbone of all transportation rates, are geared into the economic life of every section of the country."

Integration in Transportation

Another five pages of the report was devoted to the commission's review of "developments in integration." There it said that the greatest progress in integration appeared to have been made in the combination of railroad operations with those of highway motor vehicles. A table showing the situation during the week of August 20-26, 1944, indicated that motor vehicle operations of Class I roads in freight, passenger, mail and express service, then involved an estimated weekly total of 5,307,441 vehicle miles.

The commission went on to note sales during the past three years of railroad interests in bus lines, mentioning transactions involving disposals by the Chicago, Burlington & Quincy, New York Central, Atchison, Topeka & Santa Fe, and Denver & Rio Grande Western. The reasons which explain those transaction "are not self-evident in all cases and doubtless vary considerably," it said, and then added: "It may be conjectured that in some instances there was a desire to avoid competition with the improved rail service of the selling railroad."

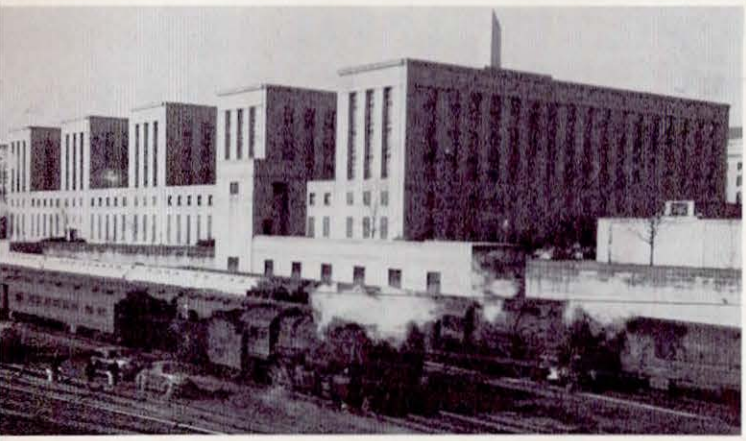
The commission found "further light" thrown on the integration of rail-motor service by data from the National Substituted Freight Service Directory. The first such directory, issued March 6, 1940, listed 144 railroads as offering substituted motor-carrier service; the second effective December 30, 1946, listed 150 railroads. However, the number of pages of tariff items in the directory increased "over 70 per cent" between the two dates, and the number of motor carriers engaged in the substitute service rose from 195 to 467. Payments by railroads to motor carriers for the transportation of freight in substituted service aggregated $19,020,381 in 1947.

Meanwhile, truck lines are making some use of railroad and water-carrier freight service in lieu of operating their own vehicles over the road. Current directories of motor rate bureaus list 65 truckers, "mainly not railroad subsidiaries," which now conduct some of their operation that way. Thirty-one Class I truckers reported to the commission that they paid $2,467,960 in 1947 to railroads and water carriers, "principally the former."

In addition to these and other developments between carriers of different types, there have been "extensive unifications of operations, facilities, or services between the carriers of the same type," the commission pointed out. It went on to say that, during the period from 1920 to 1947, it approved 932 railroad applications for authority to acquire ownership of stock or to enter into various operating agreements.

The remainder of the report includes highlight reviews of railroad accident statistics and of developments in the field of radio and other train-communication systems. Then come the usual separate accounts of work of the commission's various bureaus.

RAILROADS FURNISH ROOM AND BOARD AS WELL AS TRANSPORTATION FOR INAUGURATION THRONGS



Nearly a million people are estimated to have witnessed the inauguration of President Harry S. Truman at Washington, D. C., on January 20. Of those present, many thousands went to the nation's capital in special trains, on regular trains, and aboard extra sections of scheduled trains, in a mass transportation job which functioned like clockwork. On January 19, for example, 284 passenger trains moved in and out of the Washington terminal area — an average of one train every five minutes throughout the 24-hr. period—without a hitch. At the peak, a train was handled every two minutes at the Union Station, according to an estimate of the Association of American Railroads.

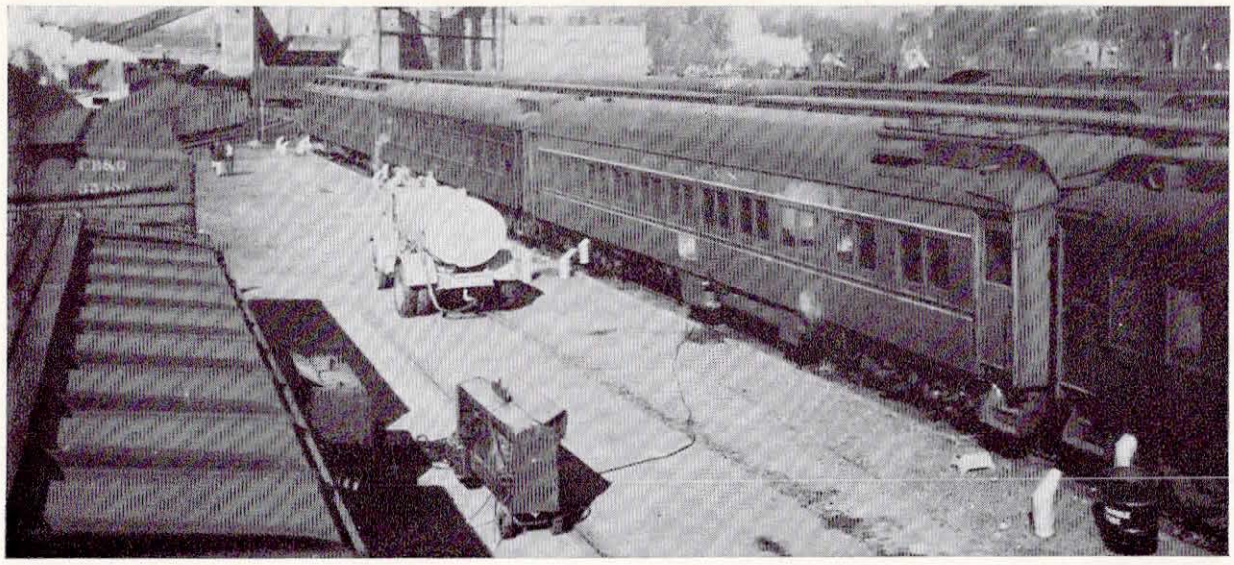
Two hundred sixty-six sleeping cars were parked at Washington to provide overnight accommodations for parties which came in by Pullman. These "wheeled hotels" were parked at five different freight yards, principally at team track facilities. The largest single organized train movement was that of the West Point cadets. A total of 2,420 men were moved from the Academy on eight New York Central-originated specials, five of which reached Washington on the Baltimore & Ohio and were parked at the Eckington freight yards. Three of the trains arrived via the Pennsylvania and were parked at Jersey yard.

In order to feed 1,484 cadets, the B. & O. cleared one end of its Eckington freight station and partitioned it off with canvas. Two baggage cars, with complete kitchen equipment, were parked in tandem at one of the freighthouse doors. A switch engine supplied steam for cooking, and, by connection with a large space-heating unit, for warming the dining area in the freight station. Temporary tables were set up, spread with linen and set with dining-car tableware. Full-course breakfasts and noontime dinners were served to nearly 800 at a sitting. After the midday meal, the dining car crews prepared box suppers for a party of 1,360 Philadelphia "Evening Bulletin" newsboys returning on two special trains that evening. The Pennsylvania

Top—The "Freedom Train," third from the left, was among those parked at the 14th Street yards of the Pennsylvania

Center—Luncheon being served to West Point cadets in an improvised dining room of the Baltimore & Ohio

Left—The special kitchen facilities set up in the B. & O.'s Eckington Avenue freight house



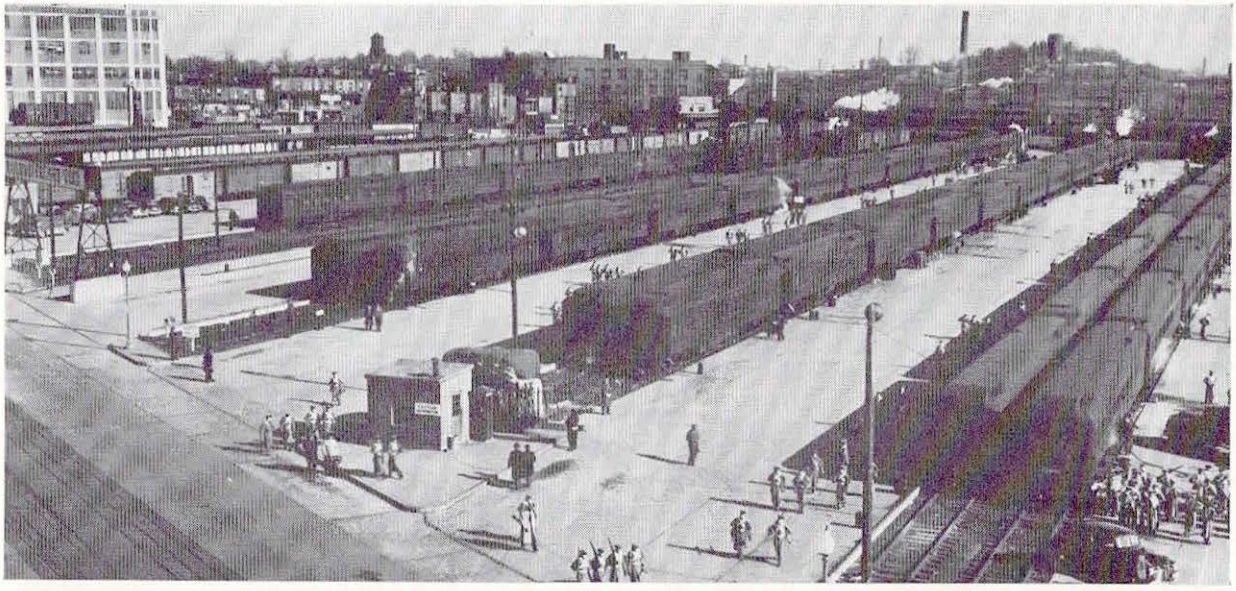
Sleeping cars parked at the Pennsylvania's Jersey yard took water from District tank trucks. Electricity was supplied from portable motor-generator sets

fed the morning and noon meals to 936 cadets in seven parked dining cars. Immediately following the second meal, these cars were moved out of Jersey yard to be used in regular service and in extra sections scheduled out after the inaugural ceremonies.

The "Freedom Train," winding up its nationwide tour, was at Washington for the occasion. It was on exhibition at the Pennsylvania's 14th Street yard, parked amid 50-odd sleeping cars.

The approximate total number of cars used in organized party movements to and from the inauguration was 509, including the 266 sleepers parked for overnight occupancy. Extra sections of many regular trains were operated into Washington for several days preceding the inauguration, the number of such extra movements reaching 13 on January 19. Aside from extra sections of regular trains and extra cars on regular trains, 41 special trains were operated. Of these, the Pennsylvania operated 19; the Baltimore & Ohio, 17; the Chesapeake & Ohio, 3; and the Richmond, Fredericksburg & Potomac and the Southern, one each.

Stephen H. Harrington, St. Paul, Minn., headed a committee which worked on the arrangements for handling railroad travel to the inauguration. Walter J. Kelly, traffic officer of the A.A.R., was vice-chairman of the committee. The complete committee was listed in *Railway Age* of January 1, page 50.



General view of the B. & O.'s Eckington Avenue yard where Pullman sleepers served in lieu of hotel accommodations

IMPROVEMENTS NEEDED FOR SUBURBAN SERVICES OF MAIN-LINE RAILROADS

By SIDNEY H. BINGHAM
Member, Board of Transportation
City of New York

[The author's career in transportation began in 1915 with a New York transit line and, except for service in both world wars—he will be particularly remembered by many railroaders as Colonel Bingham of the Transportation Corps' Normandy landing operations—he has devoted his business life to that industry, in which he has become a recognized authority.—EDITOR]

Years ago comparatively few persons could afford to live far from the city and commute daily on the steam railroads that served the outlying towns. Soon after World War I it became apparent that the suburbs were growing so rapidly that the steam-operated trains were no longer adequate or desirable. Electrification of surburban railroads was the solution and provided the faster, more efficient service needed at the time. Little has been done since to improve suburban services.

While the automobile made this tremendous suburban growth possible, we now know that all suburbanites cannot, if they would, commute daily to their work in the city in their own private cars. Such was the dream of one automobile enthusiast about twenty-five years ago when he predicted that within five years every commuter would be driving to work in his own automobile. It is fortunate that this prediction never did come true. As it is, the gain in the use of automobiles has been sufficient to cause serious traffic congestion in all cities.

More Use of Public Transport

One feature of many programs for traffic relief is the publicity aimed at encouraging more general use of public transportation. City transit systems have been expanded to meet increased demands within city limits. Many city lines, because of franchise or other restrictions, cannot operate beyond the borders of the city, so it remains the chore of the suburban railroads to transport citizens of surrounding towns to and from the city.

Some of this chore is already being taken over by the city transit systems by the establishment of "fringe" parking fields where the suburbanite can leave his car and complete his journey on connecting city transit lines. Private bus lines in some cities also reach far into suburban territory to bring commuters into the city or to city transit line terminals. These arrangements cannot possibly provide service for all because most city lines are already overburdened. Large parking fields are costly to build and maintain, and central parking lots and garages can provide only limited space.

The large metropolitan areas of the country are again faced with the need for more and better service from suburban railroads as well as development of new lines. It is time to modernize equipment and service on these railroads. Old equipment which has reached the end of useful life must be retired. Terminal and line facilities must be rearranged to provide for speedier handling of passengers. Bottlenecks created by changes to ferries and other lines must be removed. There is much work to be done to provide for the future which will require closer cooperation between the railroads and all government and private agencies concerned with transit, city planning and related functions.

Some Necessary Improvements

In what follows the writer will outline briefly some of the items that he believes are necessary for improving suburban railroad services. No attempt will be made to discuss here the financial arrangements required. This has been receiving much attention elsewhere. But the financial problem will have to be solved because efficient transportation is the life line of our cities. We cannot do without it and cannot continue with inefficient, inadequate rail lines. To continue without adequate improvements to meet demands will result in still further removal of industrial and commercial establishments from the larger cities with a resultant drop in city revenues. In many cities it is no longer a question of being able to afford an efficient rapid transit system but rather a question of how long a city can afford the losses brought about by not having an adequate transit system. Continued spread to suburban areas will in time create the same situation in connection with suburban railroads.

Because the suburban railroad service was developed by the existing main-line steam roads, it was natural for designs of equipment and type of service to follow steam road practices. But that is no reason for continuing these practices. Steam locomotives still in use on lines coming into congested areas cause delays to the electrically operated equipment. In those suburban areas immediately adjacent to a large city the passenger traffic more and more approaches that found on the rapid transit lines within the city. For this reason operators of suburban lines might well adopt some of the practices of the city rapid transit lines such as the subways of New York and London, which have proved

better adapted for handling large numbers of people.

New cars are needed by many of the suburban lines and purchases are now being made, or will be in the near future. The writer believes that new cars could be designed to take advantage of every possible means for providing more economical and, at the same time, better transportation. Reduction in overall size to produce a lighter car, lowering of ceilings to allow for better lighting, and installations of improved ventilating systems are some of the features that could be adopted.

Where new suburban lines or city subway lines, or both, are contemplated, the adoption of the same overall dimensions would make it possible to plan for joint operation and, by proper planning, joint operation between existing suburban and city lines could eventually be developed. The usual practice of having doors at ends of cars as at present causes too much delay to passenger movement at stations and terminals. Installation of three sets of doors along each side of each car with multiple control from a central station would speed up passenger handling. This would require high level platforms at all stations or the development of an automatic step arrangement that would drop down only at low level platforms.

Cars to be used on electrified lines, if equipped with a motor on each axle with the control arranged for dynamic braking, could be operated at higher rates of acceleration and better schedule speeds could be maintained. Trains could be made up of all motor cars; the practice of running trains of mixed motor and trailer cars, such as the combination of three trailer cars and one motor car in use on some suburban lines, should be discontinued.

For lines that are not electrified, Diesel-electric powered locomotives or rail cars would permit better operation because of the greater economy of Diesel compared with steam operation. This is in line with the trend in this and foreign countries to Dieselize railroads. One notable example in this country is the program now under way by the Chicago, Rock Island & Pacific for completely equipping its suburban lines with Diesel-electric locomotives.

Many suburban stations need to be modernized and others probably should be rebuilt. Modernization of station facilities will require studies for each location to determine the best form and arrangement of the structure. In general, management will find it advantageous to make every possible use of space for rental to commercial interests. Like the drug store, the railroads need to encourage the development of many side lines in order to increase revenue. Space for all types of stores catering to the traveling public, as well as local inhabitants in the vicinity of the station, can result in additional income. This would include drug and cigar stores, lunch rooms, grocery stores and others. Coin-operated vending machines supplying many kinds of merchandise and services are particularly attractive and are a rapidly expanding source of revenue for the railroad services.

The form of the station structure for each locality will require much thought. Many of the structures need complete renovation to make them more attractive. In localities not requiring a large structure, economies in building can be realized by selecting a modernistic single story type of building with facilities and space adapted to the requirements of the surrounding community.

At stations where intersecting bus lines serve the patrons of the railroads more off-the-street bus terminal space is needed. Most suburban railroad stations were built before the bus was developed and many have inadequate space to handle the large numbers of buses now required during morning and evening load peaks. Arrangements for off-the-street bus terminals, when stations are remodeled or rebuilt, would speed up the service and reduce street congestion.

Now Is Time to Plan

More frequent service will be demanded in the future as traffic increases and should be provided where the need is indicated. Terminal facilities need to be improved and more connections are needed with intersecting lines by escalators or by two-speed moving platforms at heavy interchange points. Additional delays caused by transfer to ferries could be eliminated by bringing lines directly into the central area over bridges or through tunnels.

Where suburban-line trains use the same terminal facilities as main-line trains, plans should provide for more tracks so the two services will not interfere with one another. The use of the same tracks has long caused serious crowding and delays to service at some terminals. Cities contemplating future construction of either subway or suburban transit lines could provide for future growth by arranging for common terminals with adequate trackage where new lines intersect main-line roads and existing city transit lines at heavy interchange points. The provision of loop facilities at terminals would result in less congestion, speed up the service and eliminate other deficiencies of the prevalent dead-end terminals.

The writer has been making comparisons between suburban transit and city subways because of their growing similarity in traffic density and peak loads in the morning and evening. In this country it has been the practice to consider city street transit lines and rapid transit lines together and distinct from main-line railroads.

While this is a natural division as far as urban street transit is concerned, it is doubtful if rapid transit lines should be so considered.

Some of these suggestions may sound like heresy to suburban railroad operators because of their long association with steam road practices. But we no longer have large central cities surrounded by a group of small towns strung out along radiating rail lines. It is hard to tell these days where one town ends and another begins. The service, for miles into the suburbs, more and more resembles that on the rapid transit lines of a large city where, during the morning and evening rush hours, thousands wait to board each train as it arrives at a station. Such crowds at suburban stations will increase in years to come.

People do not like to be held up by out-of-date facilities and services. They will not tolerate poor service and demands for improvement will increase. The time to plan for future suburban rail service is now. The way to improve it is to copy some of the practices of the rapid transit lines in operation in such cities as New York, Philadelphia, Boston and London.

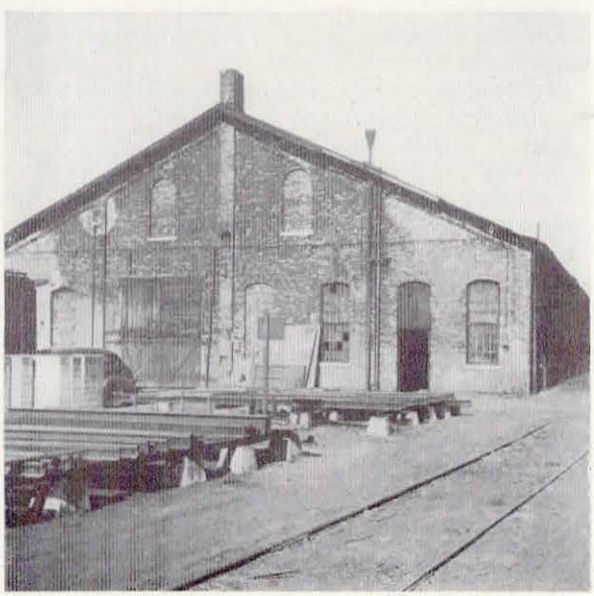
Examining one of the finished panels for the photographic exhibit. Left to Right—J. de N. Macomb, chairman, Historical committee, American Railway Engineering Association; C. H. Mottier, president, A.R.E.A.; Max K. Ruppert, president, National Railway Appliances Association; and George E. Johnson, representing Mr. Ruppert on the Historical committee

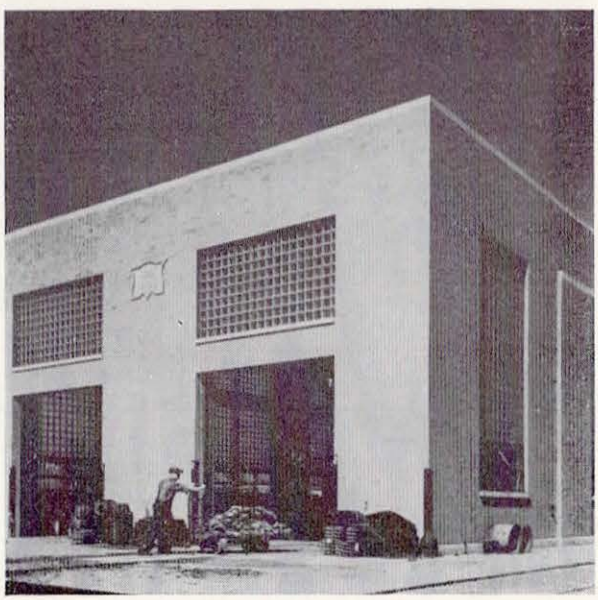
ENGINEERING PROGRESS IN PICTURES

A display of 600 photographs depicting a half century of development in railway tracks and structures will be shown at A.R.E.A. fiftieth anniversary convention in March

A photographic record of 50 years of progress in every phase of railway engineering, construction and maintenance—systematically arranged and attractively presented—will be one of the special features of the Golden Anniversary convention of the American Railway Engineering Association at the Palmer House, Chicago, on March 15-17. This display will include approximately 600 photographic illustrations, and will be on view in

One of several panels depicting developments in buildings will show these two views illustrating coach blacksmith shops of yesterday and today





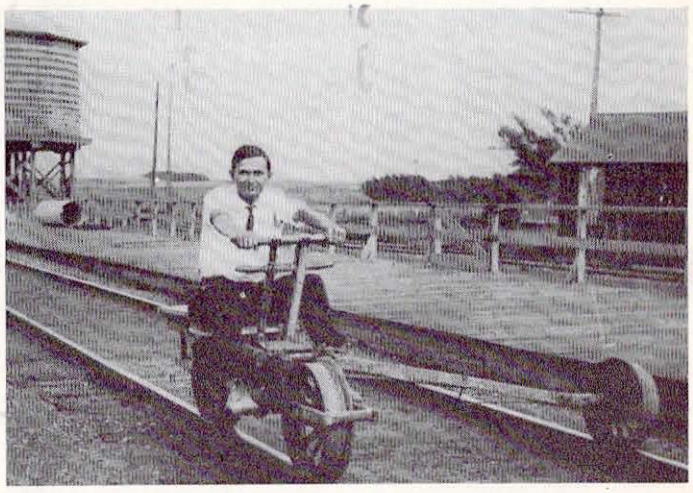
the foyer on the convention floor of the Palmer House throughout the three-day meeting.

In the exhibit the photographs will be presented under 31 different classifications of subject matter. They will be mounted in groups of 12 to 20 pictures on white panels 4 ft. square, which will be placed on specially-designed easels for convenient inspection. The photographs, which will be in a brown tone, will generally be 8 in. by 10 in. in size, and each will be individually mounted on a board about ⅛ in. thick so as to stand out in relief. Special lighting will add to the attractiveness of the display and facilitate viewing it.

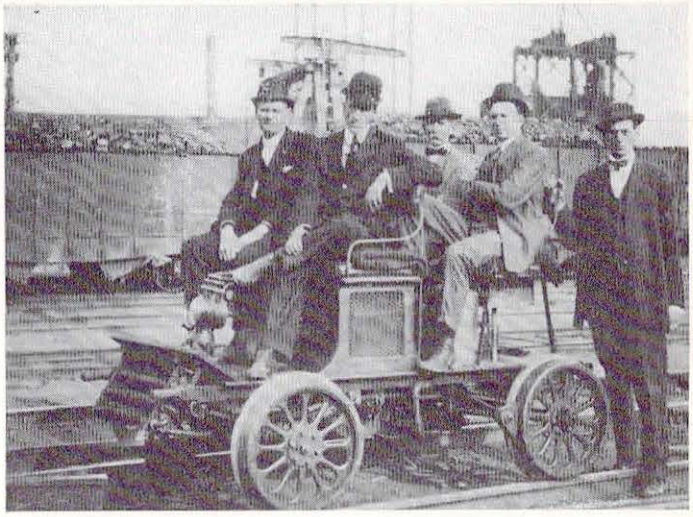
There will be about 44 of the panels, not including three panels containing pictures of all the past presidents of the association and the secretaries, as well as old-time photographs of persons prominent in the A.R.E.A. The persons in the latter views will be unnamed and will be the basis of a "Guess Who?" contest for the members.

The exhibit is a joint effort of the A.R.E.A. and the National Railway Appliances Association, with the latter bearing the cost. Preparation of the exhibit has been under way since last September and is now practically complete. The work of selecting and grouping the pictures is being done by J. de N. Macomb, retired assistant to vice-president, Inland Steel Company, acting as chairman of the Historical committee of the A.R.E.A., and George E. Johnson, advertising manager, The P. & M. Co., representing the N.R.A.A. The pictures in the display were selected from about 2,000 photographs obtained largely from A.R.E.A. committees, supply companies and the files of *Railway Age*.

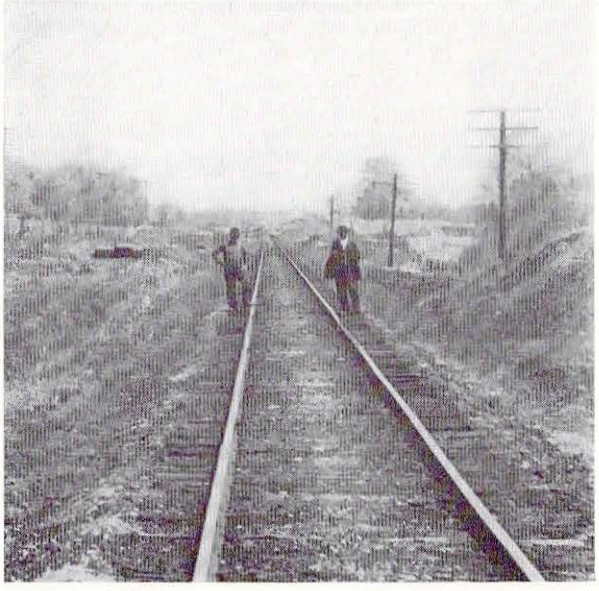
Aside from the photographic exhibit there will be a display of modern strain-gage equipment for measuring stresses in bridges, which will be arranged by the research staff of the Engineering division, Association of American Railroads.



Appearing on the "Guess Who?" panel is this picture (above), taken years ago, of a young man who is now a prominent member of the A.R.E.A. Below—Another "Guess Who?" picture, which includes at least two men whose names are familiar to many A.R.E.A. members today



Forming part of a panel telling the story of progress in crossties are these two views of early and modern track



SERVICE IS FIRST OBJECTIVE OF NEW NICKEL PLATE PRESIDENT

Lynne L. White, with extensive background of operating experience on many roads, succeeds John W. Davin

Lynne L. White

Lynne L. White, executive vice-president of the New York, Chicago & St. Louis and the Wheeling & Lake Erie, was elected president and a director of the former company on January 26, to succeed the late John W. Davin, whose death was reported in the *Railway Age* of January 15.

Mr. White first joined the company whose chief executive he has now become on August 1, 1948, when Mr. Davin, who had for some time been in poor health, sought as an assistant and possible successor an executive thoroughly versed in all phases of railroad operation. Mr. White, with 44 years of practical operating experience, including 13 years as vice-president or chief operating officer of three other Class I roads, was a logical choice. Because of Mr. Davin's illness, he immediately assumed and has continued to carry a large share of executive responsibility, at a time when that responsibility was particularly heavy because it came during the first year in nearly a quarter-century when the Nickel Plate was wholly independent; when its operating revenues were the largest in its history, and when its business equalled the peacetime record established in 1947.

Service His First Objective

Mr. White, who has announced that he will continue the policies established by Mr. Davin, views the road's first objective as service.

With freight traffic accounting for approximately 95 per cent of all operating revenues, he seeks to maintain and, if possible, to increase freight train speeds, even though they are already 20 per cent higher than the national average. For passenger business, which normally accounts for less than two per cent of operating revenues, he seeks the best service the road can provide.

To accomplish this objective, he says, the Nickel Plate must continue its program of modernizing its equipment and improving its property. During his association with the Chicago & North Western, that road converted from steam to Diesel power. The Nickel Plate to date has Dieselized virtually all its passenger service and major yard operations. Studies now are under way on Dieselization of certain other operations in an effort to effect further economies.

The modernization and improvement program in the past six years has involved expenditures of approximately $20 million on the road and more than $27 million for equipment. Delivery of 13 additional Diesel switching locomotives will be completed in the second quarter of this year, bringing the total number of Diesels in service to 67, including 11 in passenger service. Delivery of 25 new passenger cars is expected in the third quarter of this year.

In discussing the problems of railroads generally, Mr. White has pointed to inequities within the transportation industry as a result of subsidization of truck, bus and air lines. He has said that because of such subsidies, the railroads are not able to compete for business on equal terms, and that one policy should apply to all forms of transportation.

Expressing belief that railroads are entitled to "a fair return on capital investment," he considers a 6 per cent return the amount the railroads should seek, adding: "That is far less than other industries need to live, progress, carry on research and make improvements." At the same time he has cautioned that railroads should not "get freight rates so high they price themselves out of business." He favors further reduction in operating costs by increased operating efficiency.

Mr. White believes there is no pronounced sentiment for government control or ownership of the railroads. It is his opinion the public is "well aware of the contrast between conditions in the industry during the first World War, when railroads were taken over by the government, and in World War II, when railroads were allowed to function as privately-owned and managed carriers."

Attitudes on Personnel

Concerned about the need for well-trained younger men in executive railroad positions, he urges those about him to prepare themselves for higher positions. He is convinced railroads still offer great opportunities to those with ambition, but believes success in the industry depends on accomplishing more on the day-to-day job than is required or expected. He classes a wide friendship as one of the best assets a railroad man can have; and is alert to the human relations factor in industry. He regards the fear of losing a job as a paralyzing agent that prevents a worker from

performing his duties and stifles initiative. He has announced a policy of refusing to hire from outside the Nickel Plate "except as a last resort," saying that it is "an admission of weakness in an industry if you have to hire outside."

Since his association with the Nickel Plate, the road has established a personnel department and intensified its safety program. Soon a passenger car, equipped as a classroom and theater, will be sent over the road for the showing of safety films and for safety talks to employees at all points.

44 Years of Railroading

Mr. White's railroad career follows a pattern not unfamiliar among railroad presidents. Born at Kenwood Park, Iowa, on July 2, 1889, and educated in the public schools there, he got his first railroad job as an office boy for the Chicago, Rock Island & Pacific at Cedar Rapids, Iowa, on March 10, 1904, at the age of 15.

He left the Rock Island in September, 1905, to attend business college in Cedar Rapids. After he completed the course, he went to work for the St. Louis-San Francisco as a trainmaster's clerk in April, 1906. Less than a year later, he was back with the Rock Island and served consecutively as timekeeper, secretary to the superintendent, secretary to the general superintendent, secretary to the general manager, chief clerk and night chief dispatcher, at various locations.

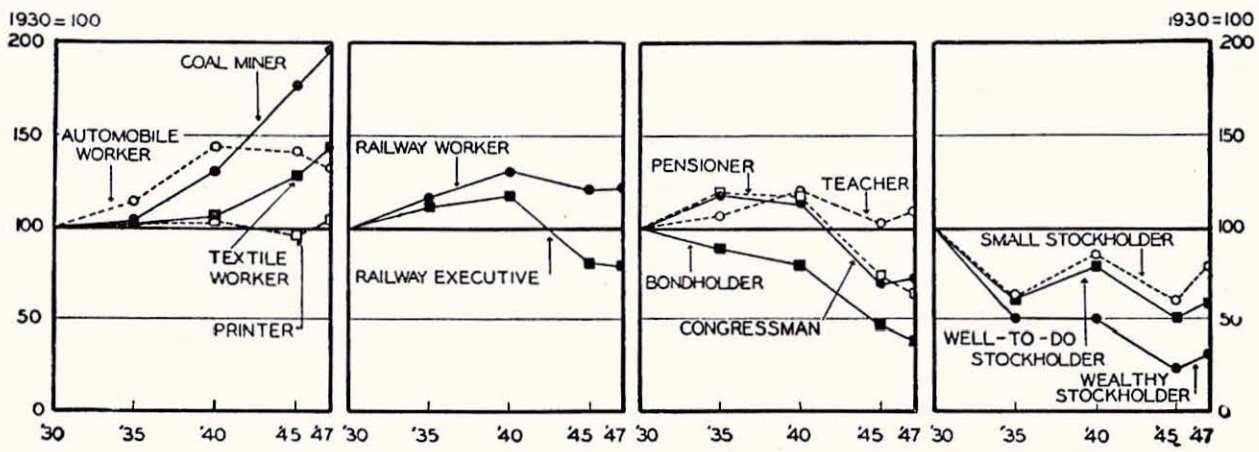
In February, 1918, he joined the Erie as chief clerk to the general superintendent at Chicago, and served successively as trainmaster at Hammond, Ind., superintendent of the Chicago division at Hammond, superintendent of the Chicago and Marion divisions at Huntington, Ind., and assistant general manager at Youngstown, Ohio. He became assistant to the president in New York in September, 1929, and in March, 1933, was elevated to vice-president while retaining the post of assistant to president. He was on leave of absence from 1936 to 1938 to serve as president of the Pittston Company, a coal concern controlled by Alleghany Corporation, as was the Erie at that time. He returned to the vice-presidency of the Erie in October, 1938.

With the North Western

On January 1, 1940, Mr. White was appointed chief operating officer of the Chicago & North Western at Chicago. He became vice-president, operation, of the Chicago, St. Paul, Minneapolis & Omaha, a part of the North Western system, on May 15, 1942. When this road was removed from receivership, he became vice-president, operation, of the Chicago & North Western, on June 1, 1944.

While associated with the North Western system, Mr. White served in 1943 as director of the Transportation Equipment Division of the War Production Board in Washington, D. C. He also was a director of the St. Paul Union Depot and the Lake Superior Terminal & Transfer of Superior, Wis., but resigned these directorships when he joined the Nickel Plate and Wheeling on August 1 of last year.

The Wheeling & Lake Erie, of which Mr. White is executive vice-president and a director, is controlled by the Nickel Plate through stock ownership. Application for approval of a 99-year renewable lease of the W. & L.E. by the N.Y.C. & St. L. is now pending before the Interstate Commerce Commission.



Economic Research Department, Chamber of Commerce of the United States

EXTENT TO WHICH A PERSON IS BETTER OR WORSE OFF THAN IN 1930.

100 Equals 1930 Living Standard

Sources: U. S. Department of Commerce; U. S. Department of Labor, Bureau of Labor Statistics; Interstate Commerce Commission statistics on Employees of Class I Steam Railways; Federal Security Agency Office of Education, Biennial Survey of Education; National Educational Association; Life Insurance Association of America.

All income series are reduced by federal income taxes and the balance of "take-home" pay is converted into dollars of 1930 purchasing power by use of the B.L.S. Consumers' Price Index. The price index figure for the year 1945 has been adjusted according to the recommendations of the President's Committee on the Cost of Living to show the wartime effects of changes in quality, availability of consumer goods, etc.

GENERAL NEWS

Greater Efficiency Needed To Halt Rate Boosts

Labor must make "substantial contribution," Fraser warns

"Aside from increased freight rates, there is only one other source of revenue to meet the mounting costs of railroad operations—and that is saving through greater efficiency and more economical methods of operation," Donald V. Fraser, president of the Missouri-Kansas-Texas declared at St. Louis, Mo., on January 18. He emphasized the important role that labor must play in arriving at this saving, asserting that "labor must not only assume some responsibility for the prudent operation of the railroads, but it is going to have to make a substantial contribution to the efficient operation of railroad properties."

Speaking before the St. Louis Car Department Association, the Katy president said: "The time has come when labor must realize that if it expects to enjoy the lion's share of earnings it must be reasonable and realistic in the demands it makes. With labor making continually renewed demands for a larger and larger share of revenues, and railroad rates reaching the saturation point, savings can come only in increased efficiency and through new cost-savings methods, which require new capital investments. This means that labor must give full value for the wages it receives—and labor leaders must cooperate in an effort to eliminate the extravagant 'make-work' demands, which mean only wasteful, non-productive and unnecessary labor costs."

Low Rate of Return

At one point in his address the speaker referred to the railroads' low (3.41 per cent) return in 1947 on property investment and employed the following example to illustrate: "Suppose a friend of yours saw an opportunity for a neighborhood lunch stand. He decided that after all expenses were paid, including the employees, taxes, etc., he should net, in a year's time, about $3,500. If he were to make the same net return on his investment that the railroad industry makes on its plant, your friend would have to build a $100,000 stand!" Mr. Fraser added, "you might point this out the next time someone tells you about the tremendous profits railroads are making."

He said that most railroad people are so engrossed in their jobs that they are complacent in appraising the problems of the railroads as an industry. In this connection, he stated: "There is at least one railroad man in almost every community in the United States. If every railroader would preach the gospel of railroading, faithfully and intelligently, telling of its importance to the national welfare and its need for reasonable treatment, our future and the future of the industry would be assured . . . Most of us are content to sit idly by while many . . . persons speak disparagingly of the railroads, or, what is even worse, we fail to rise to the industry's defense when the railroads are subjected to an unfair attack. This is the same as sitting idly by while someone does his best to eliminate *your* job!"

Subsidized Competition

Mr. Fraser spoke at length on the subject of subsidized competition, declaring that many signs point to the fact that railroad competitors are now a greater threat to railroad jobs and wages than before the war. He referred to the increased business of the trucking companies and barge, air and pipe lines, saying that "any way you look at it, the situation is a serious one from the standpoint of the railroad and railroad workers. Seniority isn't worth much as job protection when there's no job to protect."

The Katy president said of subsidies to railroad competitors: "These conditions are allowed to exist today because the public is unacquainted with the facts. They see a tremendous amount of plant and equipment which represents railroads. To them it looks as though railroads have a surplus of money, and to them high taxes are fair. They see no reason why railroads, with all this misunderstood investment, should raise rates. It is up to every railroad man to correct this erroneous thinking by the general public."

These hopper cars with roofs, said to be the first of their kind acquired by a Canadian railroad, are in freight service on the Canadian National

Hood Retires from I.C.C. Staff

Louis Hood, head valuation engineer of the Bureau of Valuation, Interstate Commerce Commission, since July, 1937, retired January 22 at his own request. He was a member of the commissioner's valuation staff for 35 years, having entered the service January 22, 1914, as one of the original assistant field engineers. Mr. Hood had previously been in railroad service with the Louisville & Nashville, Southern, and Southern Pacific.

Engineers Set Strike on 15 Roads As Carriers Reject Arbitration

The Brotherhood of Locomotive Engineers has set 6:00 a. m. January 31 for a walkout of its members on 15 Western railroads, following refusal of the carriers to go to an arbitration board with the union's demand for a second engineer on multiple-unit Diesel locomotives.

To date the brotherhood's demand for the extra engineers has been served on 60 individual lines. Late in November, 1948, the B. of L. E. circulated strike ballots on 18 of those 60 roads, all in the Western territory. The National Mediation Board made its services available, grouping the 18 individual demands into a single case. The board concluded its mediatory efforts on January 14, recommending that the parties to the dispute submit their disagreement to an arbitration board, the decision of which would be binding. The brotherhood agreed to do so. The representatives of the carriers advised the board on January 20 that they would not agree to arbitration, stating that the union's proposal "is purely a make-work scheme designed to extend featherbedding and create unnecessary jobs." The railroads "will go the limit," D. P. Loomis, chairman of the Western carriers' conference committee, declared, in resisting the attempts of the unions to "hog-tie the Diesel locomotives."

It is anticipated that an emergency

board will be created, forestalling any immediate work stoppage. The roads on which the January 31 strike date has been set are as follows:

Atchison, Topeka & Santa Fe (Lines East only)
Chicago & North Western
Chicago, Burlington & Quincy
Chicago, Milwaukee, St. Paul & Pacific
Chicago, Rock Island & Pacific
Great Northern
Illinois Central
Missouri Pacific
International-Great Northern
Northern Pacific
St. Louis-San Francisco
Southern Pacific (Pacific Lines only)
Texas & Pacific
Union Pacific (Oregon Short Line only)
Western Pacific

The railroads also have before them a demand by the Brotherhood of Locomotive Firemen & Enginemen in which an extra fireman is sought for all road Diesel locomotives.

Negotiations continue at Chicago on the demands of the 16 non-operating unions, using the report of the recent emergency board as a basis for settlement.

Florida Intrastate Rates

Acting upon a petition filed by railroads serving that state, the Interstate Commerce Commission has instituted an investigation of intrastate freight rates in Florida. The petition was filed after the Florida Railroad and Public Utilities Commission had refused to authorize increases corresponding to the interstate adjustment approved by the I. C. C. in the Ex Parte 166 case. The investigation is docketed as No. 30140.

Court Backs "Q" in Halting Operation of Unprofitable Trains

The federal district court at Chicago has awarded the Chicago, Burlington & Quincy a permanent injunction blocking the Illinois Commerce Commission from forcing the railroad to restore service on two unprofitable trains formerly operated between East St. Louis, Ill., and Savanna. The restraint is to continue in force until the railroad's application for discontinuance of the service is heard by the commission.

The trains—No. 51 and 52—have not been operated since March 18, 1948, when they were discontinued because of the nationwide coal strike. The railroad subsequently petitioned the commission for permanent authority to abandon the trains, but the state body maintained that the Burlington was not entitled to a hearing on the matter until after the trains were restored.

The court order pointed out that, by discontinuing trains 51 and 52, the Burlington has reduced its total annual passenger train losses between St. Louis, Mo., and Savanna, including both direct (out-of-pocket) and indirect, from $606,234 to $296,617. The court attacked the commission for what it called:

". . . a custom and practice of conducting sham train-discontinuance hearings by the device of repeatedly granting continuances for frivolous reasons at the request of railroad brotherhood representatives or public office holders. As a result of *said* sham hearings, *said* commission required an average of 18 months to dispose of each of 10 train-discontinuance cases filed by plaintiff (Burlington) when each and every one of said cases could have been heard in three days and decided in 30 days thereafter.

"In seven of these cases, 46 continuances were granted, practically all of them for frivolous reasons; said cases involved passenger train operations where the average number of passengers per train-mile did not exceed and frequently was less than the number in the train crew. In two of said cases, said commission, in addition to granting 10 continuances each, consumed approximately one year with the sham hearing and then took the cases under advisement for an additional year before entry of its final orders."

Rio Grande Plans Improvements

The Denver & Rio Grande Western expects to spend approximately $6 million for improvements to its properties during 1949, some $2,500,000 of which will go for work carried over from 1948. The largest single item in the program will be the replacement of lighter rail with 115-lb. and 133-lb. rail on 57 track miles of main line, at an estimated cost of $1,500,000. An additional $500,000 will be allotted for replacement of rail on secondary lines and sidings. Equipment previously ordered by the road but not delivered, including nine 6,000-hp. Diesel-electric locomotives and new freight and passenger cars, will cost approximately $11 million.

A.A.R. Distributes Steel Strapping Folder

A folder entitled, "How to Use Steel Strapping for Better Packing," an educational circular for distribution by member roads to shippers along their lines is offered to the railroads by the Freight Claim Division of the Association of American Railroads. The booklet which announces the distribution claims that "steel strapping on wood boxes, bundles, many fibre boxes and large, heavy packages is a foe of loss and damage . . . Thus steel strapping insures the safe delivery of thousands of different products . . . Its use has saved the railroads countless thousands of dollars in loss and damage claims."

The folder contains four illustrations showing the exact application of steel strapping to various types of packages.

Says "Weedy Underbrush" of Laws Root of Transportation Problem

Many business leaders believe that the success of the project to formulate a national transportation policy will be indicative of whether the private enterprise structure can be preserved, Anthony G. Allison, vice-president of the Transportation Association of America, said in a recent address before the Chicago chapter, Interstate Commerce Commission Practitioners. The association, said Mr. Allison, intends to present to Congress a coherent proposal which will "cut away the weedy underbrush of laws that clutter and confuse the situation."

The speaker outlined the program for revitalizing the national transportation policy, pointing out that a "host" of outstanding authorities are serving without compensation in an effort to solve the problem (see *Railway Age* of December 13, 1947, page 56, for details of the T.A.A. program). Mr. Allison said that "legal do's and don'ts have been written into law in small patches from time to time, with the net result that the whole pattern is a confusing crazy-quilt of hit-and-miss, piecemeal design."

The I.C.C. practitioners recommended that John D. Biggs, chairman of the Illinois Commerce Commission, be considered by President Truman for appointment to the I.C.C. post formerly held by the late Commissioner George M. Barnard. Mr. Barnard's death, on January 2, was reported in the *Railway Age* of January 8; last week's issue (page 48) listed other candidates for the vacancy thus created.

B. & O. Opens Nine-Mile Spur

To serve a new coal mine near Overfield, W. Va., the Baltimore & Ohio has placed in operation a nine-mile spur costing $3,365,000.

The new spur joins the Berryburg branch of the B. & O. at Berryburg, W. Va. Outstanding feature of its construction was the boring of "Lough tunnel," a 1,525-ft. tube built through old, abandoned mine workings, between the valleys of the Tygart river and Elk creek, in Barbour county. The spur has been under construction since September, 1947. It is single track, and descends on a 1.5-deg. grade from Lough tunnel to the valley of Elk creek. Curves are limited to a maximum of 10 deg.

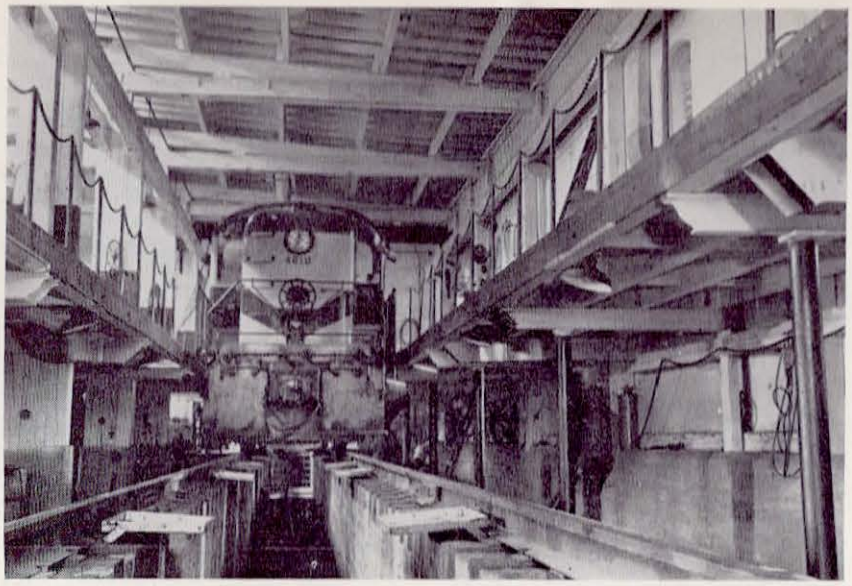
The mine which the new spur is serving is owned by the Clinchfield Coal Company. It will have an estimated annual production of 1,000,000 tons of bituminous coal, and is expected to last 25 years or more.

Grading, drainage and other structural work along the new spur was carried out by the Sutton Company of Radford, Va., and the Empire Construction Com-

STEEL SCRAP COLLECTIONS IMPORTANT IN CANADA, TOO

To assist Canadian mills in production of steel, the Canadian National in 1948 turned in a total of 234,000 tons of scrap, according to a report by E. A. Bromley, C.N.R. vice-president of purchases and stores. This was an increase of 26,000 tons over 1947, and 28,000 tons over the 1940-1948 average. In the 1948 total, 57,500 tons were returned to foundries on an exchange basis.

As reported in the *Railway Age* of January 22, page 69, the United States Commerce Department has asked industries in this country, including the railroads, to accelerate domestic collection of heavy steel scrap so as to maintain steel mill capacities and build an emergency stockpile.



MODERN HEATERS FOR DIESEL REPAIR SHOP.—When the Detroit & Mackinac converted its steam locomotive machine shop into a shop for maintenance of Diesel locomotives, it installed a modern heating system designed not only to keep the shop at a comfortable working temperature, but also to melt ice and snow from the trucks of Diesels taken in for repairs. This heating system consists of four Dravo Counterflow warm-air heaters (oil fired and automatically controlled by thermostats), a development of the Dravo Corporation, Pittsburgh, Pa. One heater is used to maintain a 70-deg. air temperature in the general locomotive repair area; two others supply heat to the car-repair department stock room and office, and the fourth is located in the blacksmith-carpenter-welding shop area. A duct from one of the discharge nozzles of this last heater carries warm air at high velocity to the shop's repair pit. Here, the duct branches into four outlets, two on each side of the pit, so that heated air can be blown directly at the sides of locomotive undercarriages. In the photograph a Diesel is standing over the shop's heated pit

pany of Baltimore, Md. Track was laid by A. S. Wikstrom, Inc., of Skaneateles, N. Y. Lough tunnel and its approaches were constructed by the Bates & Rogers Construction Corp. of Chicago. B. & O. engineers in charge included Joseph W. Jones, regional engineer; George E. Norris, senior assistant engineer; Dave Dunn, project engineer, and Earl Scharper, resident engineer. The project was carried out under the general jurisdiction of A. C. Clarke, chief engineer.

Rock Island Fined $100

The Interstate Commerce Commission has been advised that the trustees of the Chicago, Rock Island & Pacific were fined a total of $100 and costs in the United States District Court for the Southern District of Iowa on January 4. The fine was imposed after the trustees had pleaded *nolo contendere* to an information on two counts arising out of the failure of Rock Island employees to comply with the commission's regulations governing transportation of explosives and other dangerous articles.

The specific offenses, according to the notice issued by I.C.C. Secretary W. P. Bartel, occurred in the R.I.'s freight yard at Council Bluffs, Iowa, and were: (1) the placing of a carload of freight placarded "Explosives" in a through freight train next to the locomotive, and (2) the failure to furnish a train crew with notice of the presence of a carload of explosives in a freight train.

Security Board Sets Up Advisory Transport Groups

Director Granville Conway of the National Security Resources Board's Office of Transport and Storage, has set up an advisory organization, consisting of a general committee and five task groups. The general committee is headed by Colonel J. Monroe Johnson, director of the Office of Defense Transportation. President C. H. Buford of the Chicago, Milwaukee, St. Paul & Pacific, and Vice-Chairman C. R. Megee of the Car Service Division, Association of American Railroads, are chairman and secretary, respectively, of the task group on railroad transport.

The four other task groups deal with street and highway transport, inland water transport, pipe lines, and warehousing and storage. All task groups, the N. S. R. B. announcement said, will have members representing industry, civilian government agencies and the military services, as well as representatives of the transport agencies involved. They will make their studies under the general direction of Colonel Johnson.

"An example of the detailed reports that will be made," the announcement also said, "is the series of programs undertaken by the street and highway transport task group. For both property carriers and passenger carriers under emergency conditions, it is preparing, among other studies, a traffic movement program, a conservation program, an equipment, materials, allocation and rationing program, a rate program, and a war dislocations program."

New Cars for "Green Diamond"

The Illinois Central, on January 13, installed four new "specialty" cars on its "Green Diamond," operating between Chicago and St. Louis, Mo. Built by the Pullman-Standard Car Manufacturing Company, the new cars included one parlor-observation, parlor-bar-lounge, diner and tavern-coach. Three coaches delivered to the I. C. in April, 1948, are also part of the train's consist.

A.T.A. Forms Road-Planning Group; Considers Cooperating with T.A.A.

American Trucking Associations, Inc., is forming a highway planning committee to deal with the matters of highway construction, taxation, and motor vehicle size and weight regulations. The action was in line with a recent decision by the association's executive committee to create the new committee in place of the former separate committees on taxation and on sizes and weights.

The executive committee, in effect, has declined to give an immediate answer to a request from the Transportation Association of America that a joint T.A.A.-A.T.A. panel be formed to bring about a liaison between the two organizations, which have been at odds as to whether their policies clash or follow the same lines.

With reference to the relationship between the two groups, the committee adopted the following statement: "We have received much encouragement from the Transportation Association of America committee with whom we met as to their change in policy. We wish to wait to give the Transportation Association of America time to formalize the adoption of the new policy outlined by its committee. After such action is decided upon, A.T.A. will reply to the request for the formation of a panel."

Judge Reverses I.C.C. Decision in FEC-ACL Consolidation Case

Federal Judge Samuel H. Sibley ruled in Jacksonville, Fla., on January 24 that the proposed merger of the Florida East Coast with the Atlantic Coast Line was not in the public interest, and returned the merger plan to the Interstate Commerce Commission for reconsideration. This was the outcome of a hearing held in Jacksonville three weeks ago, at which time both sides were heard as to the I. C. C. reorganization plan which, in 1947, granted a request of the A. C. L. to take over and operate the F. E. C. The ruling constituted a victory in a long series of legal skirmishes for the St. Joe Paper

Company, owned by the duPont Estate, which is also seeking control of the F. E. C., which has been under trusteeship since 1931. The paper company owns $45 million of F. E. C. first and refunding bonds. Its legal staff in its fight to block the A. C. L. proposal is headed by ex-Secretary of State James F. Byrnes.

In rendering his decision, Judge Sibley also denied a petition made by the S. A. Lynch interests of Miami, Fla., which own a large block of F. E. C. first mortgage bonds, that some $12 million in such bonds be paid off at once.

According to judge Sibley's decision, his reasons for rejecting the I. C. C. plan (under which capitalization of the F. E. C. would have been limited to $40 million and added to the A. C. L.'s present capitalization of about $80 million) included the following: Since the plan does not afford due recognition to the rights of the refunding bondholders, it is not fair and equitable; the testimony at the hearing over which he presided might have resulted in a different finding of value for the F. E. C. if the facts had been brought before the I. C. C.; since the F. E. C. is in good physical and financial condition, the bondholders are also entitled to own the common stock.

Two Water-Competitive Rate Cases Assigned for Hearing

The Interstate Commerce Commission has assigned two of the so-called water-competitive rate cases for hearing before Commissioner Aitchison at San Francisco, Cal., on February 16. The cases are No. 29721, All-Rail Commodity Rates Between California, Oregon, and Washington; and No. 29722, Pacific Coastwise Water Rates.

National of Mexico Closing Two Offices in the United States

The Chicago and San Francisco (Cal.) offices of the National of Mexico will be closed on January 31, as the result of an economy drive by the road. Business formerly handled at Chicago will be transferred to the company's New York offices. Agencies will be continued at Los Angeles, Cal., San Antonio, Tex., El Paso, and Laredo.

Fourth Rail-Transport Institute Planned by American University

The fourth annual Rail Transportation Institute conducted by the American University, Washington, D. C., in cooperation with the Association of American Railroads, will be held in Washington from March 1 to 30. Dr. L. M. Homberger, professor of transportation at the university, will again direct the institute which will follow a program similar to those of its predecessors.

Thus the courses will cover current problems in connection with railroad organization, personnel, public relations, labor relations, operation, traffic, rate-making, finance, economics, research, maintenance of way and equipment, and new technical developments. There will also be discussions of current problems confronting other agencies of transportation, and field studies of rail, water and air transport facilities in the Washington-Baltimore area.

Among those scheduled to lecture at the institute will be Robert S. Henry, E. H. Bunnell and Dr. Julius H. Parmelee, vice-presidents of the A. A. R., and A. H. Gass, chairman of the Car Service Division; L. W. Horning, vice-president, New York Central; Daniel P. Loomis, chairman, Association of Western Railways; J. J. Fitzpatrick, chairman, Traffic Executive Association—Eastern Railroads; K. N. Merritt, vice-president, Railway Express Agency; E. C. Nickerson, vice-president, New York, New Haven & Hartford; Ford K. Edwards, director, Bureau of Accounts and Cost Finding, Interstate Commerce Commission; and L. K. Sillcox, first vice-president, New York Air Brake Company.

Director J. Monroe Johnson of the Office of Defense Transportation will speak at one of the institute's two supper meetings, while the other will be addressed by Dr. John H. Frederick, professor of transportation, University of Maryland. Students completing the course will be awarded certificates, which will be presented at the institute's closing dinner by Dr. Paul F. Douglass, president of the university.

The university's announcement stated that institute students may be selected by their employers; and that others may apply by submitting information about their educational background or their practical experience. No specific previous education is required. The tuition will be $125, and textbooks will cost approximately $16. The last registration day will be February 23, and applications for admission should be addressed to Dr. Homberger, the American University, 1901 F street, N. W., Washington 6, D. C.

I.C.C. Wants to Be Left Out Of Freight-Absorption Bill

The Interstate Commerce Commission wants no reference to itself in legislation which may be enacted to clarify the situation as to the legality of pricing practices involving the absorption of freight charges. Chairman Mahaffie of the commission so advised the Subcommittee on Trade Policies of the Senate Committee on Interstate and Foreign Commerce when he appeared at the January 24 session of hearings the subcommittee is holding on S.236, a bill introduced by Senator Johnson, Democrat of Colorado.

Senator Johnson, chairman of the committee, is also serving as chairman of the subcommittee, which was organized last year (when Senator

FREEDOM TRAIN HAD PERFECT ON-TIME RECORD

In its tour of the United States, the Freedom Train turned in a perfect on-time record, William T. Faricy, president of the Association of American Railroads, said on January 22. Not once, Mr. Faricy reported, was the train delayed for operational or mechanical reasons.

He cited this 15-month record as "a high tribute to the technical know-how of the thousands of railroad men who operated and maintained the train and who arranged its itinerary." Many of the steepest grades in the country were negotiated with ease, and on no occasion was additional motive power required, he added.

Mr. Faricy stated that the 2,000-hp. Diesel-electric locomotive, a joint donation of the American Locomotive Company and the General Electric Company, hauled the seven-car train over 54 different railroads, traveling more than 37,000 miles, to become the first locomotive in history to operate in all 48 states.

The railroading phase of the Freedom Train tour was coordinated by the A.A.R. with individual railroads and the American Heritage Foundation.

ROADS WILL DELIVER CARS OF FRENCH "MERCI" TRAIN

The 49 cars of the French "Merci" train will be moved throughout the country by the railroads, one car going to each state capital and the District of Columbia, William T. Faricy, president of the Association of American Railroads, announced on January 21. The French train expresses the thanks of that nation for America's "Friendship" train.

In a letter to the State Department, Mr. Faricy said that more than 30 railroads and terminal companies will cooperate in transporting the French freight cars loaded with products donated by the people of France for the people of the United States. Cars which will make up the "thank-you" train are expected to arrive on the steamship Magellan about February 2 at Weehawken, N. J., Mr. Faricy disclosed. There they will be loaded on American railroad flat cars for delivery to state capitals and Washington, he stated. The car for the District of Columbia is to be partly unloaded in Washington and the car and the balance of its contents will be sent to the West Coast for transshipment to Hawaii, he added.

Although detailed schedules have not yet been determined, Mr. Faricy pointed out, it is intended so far as practicable to reverse the routes of the "Friendship" train and stop the "Merci" train for presentation ceremonies at points where they were held for eastbound and northbound sections of the "Friendship" train.

Capehart, Republican of Indiana was its chairman), to investigate the impact of the Supreme Court's April 26, 1948, decision upholding the Federal Trade Commission's "cease and desist" order against the cement industry's basing-point system of pricing. When he introduced his bill, Senator Johnson described it as an undertaking to clarify the "confused status of the law as to the payment, or absorption, of transportation charges."

While it would amend the Federal Trade Commission Act and Clayton Act in various respects, the bill also proposes to declare a "policy as to transportation costs in interstate commerce to promote competition." The references to the I.C.C. are in this declaration which states it to be the policy of the federal government—

(a) to develop a consistent and coordinated program of promoting competition, as affected by transportation costs, in interstate commerce, by the Federal Trade Commission, the Civil Aeronautics Board, the Post Office Department, and the Interstate Commerce Commission;

(b) to foster competitive private enterprise by the treatment of transportation costs in interstate commerce so that access to distant markets may be available, when economically feasible, to any competing seller;

(c) to encourage the Interstate Commerce Commission to continue and extend the policy of promoting regional and sectional competition by the establishment of appropriate transportation rates where required and in the best interests of the national economy.

These provisions, as Chairman Mahaffie put it, cause the I.C.C. "some concern," because they might "receive an interpretation which would affect the commission's administration of the Interstate Commerce Act even though such an interpretation perhaps was not contemplated by the draftsman." The references to the I.C.C. do not appear "of vital importance to the general purposes" of the bill, Mr. Mahaffie also suggested, adding that their inclusion "might tend to confuse and complicate our administration of the Interstate Commerce Act." In the opinion of the commission, he continued, that act's section 15a (2), the rule of rate-making, "adequately provides for consideration of the element of competition."

Meanwhile, Mr. Mahaffie had stated among other comments that if the principle embodied in the third of the bill's clauses which are quoted above were carried to "an extreme," it "might eventually lead to a system of freight rates on what is commonly known as a 'postage-stamp' basis, which has occasionally been advocated in the past." The I.C.C. chairman did not discuss the merits of the bill as a whole. He said that the subject of basing-point pricing was not directly related to the commission's jurisdiction, and thus the commission did not feel qualified to comment "helpfully" on it.

Others appearing before the subcommittee included members of the F.T.C. and its staff and Secretary of Commerce Sawyer. The latter endorsed "the general purpose of this bill to remove, so far as possible, the existing confusion as to what business men may do legitimately in pricing their products."

PLANNING FOR MOBILIZATION.—Recognizing that modern warfare requires efficient rail transportation for mass movements of personnel and supplies, the National Security Resources Board has recently conferred with informal groups of car and locomotive builders for advice in developing mobilization plans for use in the event of another national emergency. Recommendations of these groups will be reviewed by formal industry-wide advisory committees before final adoption by the board for presentation to the President. The car builders' group, above, included, left to right, Sam Laud, General American Transportation Corporation; Charles S. Hanley, Pressed Steel Car Company; Fred Norton, American Car & Foundry Co.; Gunther H. Froebel, director of N. S. R. B.'s Transportation Equipment division; Joseph Angsten, Pullman-Standard Car Manufacturing Company; Stephen Early, Pullman-Standard, and Robert J. Holland, Transportation Equipment division, N. S. R. B. Locomotive builders, below, included, left to right, R. B. Crean, Baldwin Locomotive Works; Marvin W. Smith, Baldwin; C. R. Osborne, General Motors Corporation; Mr. Froebel; Mr. Holland; William L. Lentz, American Locomotive Company, and M. K. Tate, Lima-Hamilton Corporation

Carnegie Medal for S.A.L. Agent

W. G. Lee, agent of the Seaboard Air Line at Estill, S. C., has been awarded a bronze medal by the Carnegie Hero Fund Commission for rescuing a 69-year-old man from the path of an approaching train at Estill on February 10, 1947.

The rescued man, who is partially deaf, was standing in the center of the track with his back to the train. Witnesses reported that Mr. Lee, at the risk of his own life, pulled the man from the track, the cowcatcher barely missing his own legs as he jumped clear. Neither man was injured.

Mr. Lee has been employed by the Seaboard for 27 years, and has lived in Estill since 1932.

N. Y. C. Produces Film for Employee Relations Program

The motion picture bureau of the New York Central's public relations department has produced a film showing how the road's employees work together to carry on the Central's extensive transportation service. The film, called "Within the Oval," adds another medium to the program, directed by L. W. Horning, vice-president of personnel and public relations, by which employees are informed of the work of other departments and of the value of their jobs in the operations of the road as a whole.

"Within the Oval," which takes its name from the road's symbol, is an all-color, 16-mm. sound film with a running length of 21 min. It will be distributed for showings before employee groups at meetings and conferences, at railroad Y.M.C.A. branches, and at meetings of athletic associations, credit unions and veterans' associations. The film shows glimpses of the varied industries in the territory served by the road and various types of equipment in action, and takes its audiences on a tour of shops, terminals and offices along the N.Y.C. system. The major portion of the film depicts employees working at a multitude of different jobs and shows how all contribute to the functioning of the railroad. Running through the parade of occupations is the theme that the tools of transportation require skilled people to use them, that employees would be helpless if not provided with good tools and that all jobs on a railroad are important.

I.C.C. Bureau Discontinues Report On Women Employees of Railroads

Discontinuance of its quarterly reports showing the number of women employees of Class I railroads has been announced by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The discontinuance had been recommended by the Committee on Statistics of the Accounting Division, Association of American Railroads.

Discontinuance was announced in what will be the last of these compilations—Statement No. 4849, which showed that the number of women employees at the middle of October, 1948,

was 64,931, as compared with 65,799 as of the middle of July, 1948. The proportion of women employees to total employees at the middle of last October was 4.83 per cent, the same as three months earlier.

The 64,931 women employees as of mid-October included 52,586 in the professional, clerical, and general group; 6,207 in the group embracing transportation employees, other than train, engine and yard; 5,951 in maintenance of equipment and stores work; 120 in maintenance of way and structure; 31 in train and engine service; 20 in the transportation group embracing yardmasters, switchtenders, and hostlers; and 16 in the executives, officials, and staff assistants group. The 51 women in train and yard service included 20 switchtenders, 19 assistant passenger conductors and ticket collectors, 2 road passenger brakemen and flagmen, and 10 yard brakemen and yard helpers.

N. Y. C. Stenographers' Manual

The New York Central has just issued a "Manual of Helpful Suggestions" intended "for the guidance of secretaries, stenographers, and typists." The manual consists of 32 5½- by 8¼-in. pages, plus a two-color cover.

It includes numerous suggestions as to style to be followed in typing letters, with special emphasis on such matters as capitalization, abbreviation, use of prepositions and punctuation marks, division of words and typing of numbers.

Freight Car Loadings

Carloading figures for the week ended January 22 were not available when this issue went to press.

Loadings of revenue freight for the week ended January 15 totaled 733,272 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

Revenue Freight Car Loadings
For the week ended Saturday, January 15

District	1949	1948	1947
Eastern	138,313	153,681	156,684
Allegheny	155,937	166,884	173,777
Pocahontas	62,847	68,611	72,849
Southern	131,678	135,656	137,121
Northwestern	78,958	84,224	90,665
Central West.	106,362	131,346	132,377
Southwestern	59,177	67,906	64,587
Total Western Districts	244,497	283,476	287,629
Total All Roads	733,272	808,308	828,060
Commodities:			
Grain and grain products	48,167	49,979	57,955
Livestock	12,405	12,619	18,071
Coal	163,794	191,854	194,669
Coke	15,733	15,264	14,296
Forest products	39,840	44,323	41,703
Ore	12,334	10,749	12,737
Mdse. l.c.l.	90,484	103,849	116,063
Miscellaneous	350,515	379,671	372,566
January 15	733,272	808,308	828,060
January 8	721,507	830,810	830,953
Cumulative total 2 weeks	1,454,779	1,639,118	1,659,013

In Canada.—Carloadings for the week ended January 15 totaled 74,970 cars, as compared with 67,547 cars in the first week of the year and 76,307 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd. from Connections
Totals for Canada:		
January 15, 1949	74,970	33,005
January 17, 1948	76,307	35,876
Cumulative totals for Canada:		
January 15, 1949	142,517	62,646
January 17, 1948	150,607	68,996

December Employment

Railroad employment decreased 1.7 per cent—from 1,329,141 to 1,306,564—from mid-November to mid-December, and the mid-December total was 1.83 per cent below that of December, 1947, according to the preliminary summary prepared by the bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index number, based on the 1935-39 average, was 130.1 for December, as compared with 129.1 for November and 132.5 for December, 1947.

December employment was above that of the previous month only in the group embracing executives, officials, and staff assistants, which was up 0.46 per cent. As compared with December, 1947, employment in that same group was up 2.53 per cent, and the maintenance of way and structures group showed a rise of 1.66 per cent. All other groups were smaller.

Decreases below November ranged from 0.11 per cent in the professional, clerical, and general group to 5.63 per cent in maintenance of way and structures. Decreases below December, 1947, ranged from 0.51 per cent in the maintenance of equipment and stores group to 6.79 per cent in the group embracing transportation employees, other than train, engine, and yard.

THE LOVEJOY STORY

By his repeated kindnesses to five-year-old Grace Purcell, of Lovejoy, Ga., Henry R. Lee, Central of Georgia engineman, has won a high place among those railroaders whose unselfish interest in humanity has reflected credit on all railroad workers—and, indeed, on the entire industry.

In his own words, Engineman Lee, some two years ago, "leaned out of the cab to wave to a group of children at Lovejoy, and I noticed a little baby girl, about two, waving among 'em. She waved again, but I still couldn't believe my eyes. I couldn't see any hands.

"I wrote a note to the child's parents and asked what was wrong. I wrapped the note around a weight, along with two $1 bills, one from me and one from the fireman, F. D. Slocomb. The next time through Lovejoy, I slowed down and tossed the note into the kid's yard. 'She was born with her arms off below her elbows,' the mother wrote me."

So in 1946 Mr. Lee and other railroad men gave Grace $46 as a Christmas present, and in 1947 $218. Last year, when he again started accepting contributions for her, the Atlanta, Ga., "Journal" published an illustrated feature story on his activity and the Associated Press and other news services sent the story and pictures to papers from coast to coast. Many individuals from every section of the country have contributed and solicited for Grace's benefit; total contributions, as of December 30, 1948, were $4,200, plus 15 dolls and other toys. Of the total, $500 was sent direct to Grace, and the balance has been placed in a trust fund, to be used in fitting her with artificial arms, and in financing her education.

Grace's father, R. R. Purcell, is a garage mechanic at Lovejoy.

November Accident Statistics

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of steam railway accidents for November, 1948, and for last year's first 11 months. The compilation, which is subject to revision, follows:

Item	Month of November 1948	Month of November 1947	11 months ended with November 1948	11 months ended with November 1947
Number of train accidents*	780	1,428	10,834	15,356
Number of casualties in train, train-service and non-train accidents:				
Trespassers				
Killed	90	94	1,299	1,311
Injured	75	83	1,040	1,107
Passengers on trains:				
(a) In train accidents*				
Killed	..	..	19	33
Injured	70	11	928	1,122
(b) In train-service accidents				
Killed	4	1	25	27
Injured	158	214	2,392	2,607
Travelers not on trains:				
Killed	2	1	10	9
Injured	78	83	920	854
Employees on duty:				
Killed	30	46	507	634
Injured	2,338	2,716	28,339	32,699
All other non-trespassers:**				
Killed	169	194	1,574	1,795
Injured	613	726	5,816	6,011
Total—All classes of persons:				
Killed	295	336	3,434	3,809
Injured	3,332	3,833	39,435	44,400

*Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of more than $150 to railway property in 1947. Beginning January 1, 1948, this minimum was raised to more than $250. Only a minor part of the total accidents result in casualties to persons.

**Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties *for all classes of persons, including both trespassers and nontrespassers*, were as follows:

Persons:				
Killed	152	178	1,427	1,608
Injured	423	544	3,696	3,750

Observance of Edison Day Planned for February 11

Plans for observance of February 11, the birthday of Thomas A. Edison, as Edison Day are being directed by the Edison's Birthday Committee in collaboration with the Thomas Alva Edison Foundation. Emphasis is being placed upon recognition of Edison's con-

tributions to scientific and industrial progress. Special Edison Day programs are being planned throughout the country by various organizations and businesses.

Aten on Labor Committee

Fred N. Aten, of Chicago, president of the Railway Employees' Department of the American Federation of Labor, has been appointed a member of the Department of Labor's Federal Committee on Apprenticeship.

Additional General News appears on page 60.

OVERSEAS

Production of New Freight Cars In Germany Ahead of Schedule

The first of the 3,000 programmed freight cars to be constructed in Western Germany since the end of World War II rolled off the assembly line of the Maschinenfabrik Augsburg-Nuernberg in Nuremberg on September 2 and several days later 15 new freight cars were turned over to the Reichsbahn (German railroad system) in a ceremony at the Fuchs Wagon factory, it is reported in the latest information bulletin of the United States Military Government in Germany.

The Reichsbahn, the bulletin states, has been promised the delivery of 3,000 new cars before the end of January, 1949, the first of which were those produced in September at Nuremberg and Heidelberg. It also states that the weekly progress report submitted September 25 showed that the delivery of new freight cars for the 21 calendar days since the program started totaled 183 cars, or 19 more than expected. "Freight cars have been urgently needed since the war's end," the bulletin adds in part. "Of 350,000 cars available in the Bizonal Area before the war, only 258,000 were left and of these 122,000 were foreign cars."

Netherlands Railways Complete Re-Electrification Program

The Netherlands Railways have just completed an ambitious program of re-electrifying their system as it was prior to 1944.

In September of that year, a general Dutch railway strike was initiated which lasted for seven months—until the end of the war. In retaliation, the Nazis either destroyed or removed a great part of the railway's electrical equipment and facilities.

The railway management now plans to continue its original war-interrupted program of electrifying most of Holland's railway network, and this will be accomplished as rapidly as necessary materials are made available.

Argentine RRs Renamed to Honor Statesmen and Military Heroes

The railroads of Argentina have been renamed to honor that country's statesmen and military heroes, according to a recent issue of Foreign Commerce Weekly. The new names, with the former designations in parentheses, are: Ferrocarril Nacional General San Martin (formerly the Ferrocarril de Buenos Aires al Pacifico); Ferrocarril Nacional General Belgrano (Ferrocarril Del Estado); Ferrocarril Nacional General Bartolome Mitre (Ferrocarril Central Argentino); Ferrocarril Nacional General Urquiza (Ferrocarril de Entre Rios and Nordeste Argentino); Ferrocarril Nacional General Roca (Ferrocarril del Sud); Ferrocarril Nacional Domingo Faustino Sarmiento (Ferrocarril Oeste); and Ferrocarril Nacional Patagonico (the former Patagonian lines).

ORGANIZATIONS

F. C. Winter, traffic manager for the International Shoe Company of St. Louis (Mo.), was reelected chairman of the **St. Louis Chamber of Commerce Shippers Conference Committee,** at its regular monthly meeting on December 16, 1948. **M. J. Milsark,** traffic manager of McQuay-Norris Manufacturing Company, and **Albert Schueler,** assistant traffic manager of the Wohl Shoe Company, were reelected vice-hairmen.

The **Fort Worth Passenger Club** recently elected the following officers: President, R. N. Walker, Chicago, Burlington & Quincy; vice-president, Norman V. Honnet, Southwest Travel Service, and treasurer, Inez Prall, Missouri Pacific Lines. New directors are: (Chairman) Russell Fox, M. P. Lines; William Patton, American Airlines; R. E. Smith, Texas & Pacific; and E. L. Craft, Atchison, Topeka & Santa Fe.

The **Association of Railroad Advertising Managers** held its 25th annual meeting on January 14, at the Edgewater Beach Hotel, Chicago. Principal speaker was Wesley I. Nunn, advertising manager of the Standard Oil Company of Indiana. S. E. McKay, president of the association and advertising manager of the Baltimore & Ohio, presided.

J. V. Fagan, general eastern passenger agent of the Norfolk & Western, was elected president of the **General Eastern Passenger Agents Association** at its annual ing at New York on January 6. Other officers elected were: Vice-president, O. H. Hoffman, general eastern passenger agent, Lehigh Valley; treasurer, W. R. Rhodes, general eastern passenger agent, Chesapeake & Ohio; secretary, F. M. Sehnell, general agent, passenger department, Great Northern, and assistant secretary, G. Palma, general eastern passenger agent, St. Louis-San Francisco.

The **Transportation Association of America** has announced the election to its board of directors of Charles M. Hines, of Chicago, president of the Edward Hines Lumber Company, and R. A. Williams, also of Chicago, president of the Standard Railway Equipment Manufacturing Company.

William M. Moloney, general agent in the passenger department of the Burlington at Chicago, has been elected chairman of the **General Agents Association of Chicago,** succeeding A. M. Nolan, general western passenger agent of the Grand Trunk Western.

The new Association of American Railroads rules will be the subject for discussion at the February 7 meeting of the **Indianapolis Car Inspection Association,** to be held in the Assembly room, Big Four building, Indianapolis, Ind., at 7 p.m.

The **Northwest Car Men's Association** will hold its next meeting at 8 p.m. February 7, at the Midway Club, 1931 University avenue, St. Paul, Minn. The Association of American Railroads' Committee will present the proposed changes in A.A.R. Rules of Interchange.

The next meeting of the **Central Railway Club of Buffalo,** N. Y., will be held at 8 p.m. on February 10, in the Niagara room of the Hotel Statler. D. E. Mumford, superintendent of safety, New York Central, will present an address on "Safety in Yard & Train Service" and T. J. Flaherty, traveling safety inspector, Lehigh Valley, will speak on "Safety in the Shop." A movie, "Miracle of Paradise Valley" also will be shown.

S. E. Lund, division car foreman, Erie, at Jersey City, N. J., will present the 1949 A.A.R. rule changes at the February 11 meeting of the **Eastern Car Foremen's Association,** to be held at 29 West 39th street, New York, at 8 p.m.

K. C. Underwood, president, Merchants Despatch Transportation Corporation, will be the guest speaker at the next meeting of the **Western Railway Club,** to be held on February 14 at 6 p.m., at the Hotel Sherman, Chicago.

P. J. Hogan, supervisor, car inspection and maintenance, New York, New Haven & Hartford, was elected president of the **Eastern Car Foreman's Association** at its annual meeting on January 14. Other officers elected for 1949 are: First vice-president, E. O. Dickinson,

superintendent, car department, Central of New Jersey; second vice-president, G. J. Flanagan, general car inspector, New York Central; and secretary-treasurer, Wilson Dizard, secretary, retirement board, American Car & Foundry Co.

The **New England Railroad Club** will hold its next dinner meeting on February 15, in the Hotel Vendome, Boston, Mass., at 6:30 p.m. William T. Faricy, president of the Association of American Railroads, will be the guest speaker.

R. S. Reynolds, Jr., of the Reynolds Metals Company, Richmond, Va., was elected president of the **Aluminum Association** at its annual meeting January 18-20. The following were elected vice-presidents: E. G. Grundstrom, Advance Aluminum Castings Corporation, Chicago; M. E. Rosenthal, United Smelting & Aluminum Co., New Haven, Conn., and George N. Wright, John Harsch Bronze & Foundry Co., Cleveland, Ohio. A. V. Davis, Aluminum Company of America, New York, was reelected chairman of the board, and Donald M. White was reappointed secretary and treasurer.

The next meeting of the **Pacific Railway Club** will be held on February 10, at 7:30 p.m.

E. C. Bunting, commercial agent, Chesapeake & Ohio, was elected president of the **Railroad Association of Philadelphia,** at its 60th annual meeting at the Benjamin Franklin Hotel. Other officers elected were: Vice-president, D. E. Barry, city freight agent, Chicago, Rock Island & Pacific; secretary, P. R. Luddecke, Jr., traveling freight agent, Chicago, Burlington & Quincy; and treasurer, J. E. Groome, traffic representative, New York, New Haven & Hartford.

EQUIPMENT AND SUPPLIES

102,737 Freight Cars, 1,487 Locomotives Installed in 1948

Class I railroads and railroad-owned and controlled refrigerator car companies placed 102,737 new freight cars in service in 1948, the largest number since 1925, when approximately 105,000 were put in service, according to the Association of American Railroads. New car installations in 1947 totaled only 63,312. Locomotives installed last year totaled 1,487 as compared with 843 in 1947.

The Class I roads and their affiliated refrigerator car lines had 89,437 cars on order January 1 as compared with January 1, 1948, orders for 15,112. The former figure included 36,069 cars to be built in railroad shops and 53,368 on order from contract builders; and by types of cars it included 16,522 box, of which 16,422 will be plain and 150 automobile; 41,419 hoppers, of which 4,260 will be covered hoppers; 19,623 gondolas; 4,016 flat; 5,776 refrigerator; 755 stock, and 1,276 miscellaneous. Locomotives on order January 1 totaled 1,633, including 1,561 Diesel-electrics and 72 steam.

The 102,737 freight cars installed last year incuded 40,490 box, of which 39,226 were plain and ventilated and 1,264 were automobile; 41,234 hoppers, of which 1,885 were covered hoppers; 13,108 gondolas; 6,534 refrigerator; 592 flat; 350 stock; and 429 miscellaneous. The 1,487 locomotives installed last year included 1,397 Diesel-electrics, 86 steam, and 4 electrics.

Freight cars retired last year by the Class I roads and their affiliated refrigerator car companies totaled 81,659, of which 9,125 were retired in December. Retirements in 1947 totaled 71,331 cars.

India to Buy $34,000,000 Of Rail Equipment Here

India will spend approximately $34,000,000 in the United States for locomotives and railroad cars in 1949, 1950 and 1951, according to an unofficial study prepared for the New York office of the "Times of India" by Ramji Ram Saksena, Indian Consul General in New York. Total expenditures in this country by India during the three-year period will aggregate about $500,000,000, the study said.

FREIGHT CARS

The **Canadian Pacific** has ordered 400 50-ton 40½-ft. box cars from the Pullman-Standard Car Manufacturing Company for delivery next May.

SIGNALING

The **Southern** has ordered equipment from the General Railway Signal Company for installation of a unit-wire all-relay electric interlocking at Knoxville, Tenn. The 18- by 30-in. control panel will have 10 track indication lights and 8 levers for control of 6 switch machines and 9 signals. Equipment to be used includes Type MD signals, Type B plug-in relays, Type K relays, Model 7 switch circuit controllers, and Model 5C electric switch machines.

The **Southern** has ordered equipment from the General Railway Signal Company for installation of a Type K coded remote control system at Roe Junction, Tenn. The control machine, to be located at New Line, Tenn., will have a 17- by 10-in. panel equipped with 12 track indication lights and 3 levers for the control of a switch machine, a spring switch, and 7 signals. The most distant controlled function will be about 3 mi. from the machine. The control machine is of sectional construction to allow for future expansion. Type K relays and a Model 5D dual-control electric switch machine will be used.

IRON & STEEL

The **Atlantic Coast Line** has ordered 27,000 tons of rail from the Bethlehem Steel Company and 26,000 tons from the Tennessee Coal, Iron & Railroad Co.

SUPPLY TRADE

The **Superheater Company,** the merger of which with the **Combustion Engineering Superheater, Inc.,** was reported in *Railway Age* of January 15, page 49, was organized in 1910 as the Locomotive Superheater Company to design and build superheaters for locomotive boilers. Since its organization, Superheater has served and furnished the railroads with equipment for increasing the power and efficiency of steam locomotives such as steam superheaters, feedwater heaters, exhaust steam injectors, Elesco steam dryer systems, pyrometers, cab heating coils, automatic heaters for pump and injector suction lines and, most recently, the Elesco forced recirculating steam generator for Diesel-electric and electric locomotives. The Superheater Company, division of Combustion Engineering-Superheater, will continue its operations with no change in personnel or in the conduct of its business relations. All correspondence should be addressed to th Superheater Company, division of Combustion Engineering-Superheater, Inc., 60 East 42nd street, New York 17, N. Y., and 122 South Michigan avenue, Chicago 3.

Walter G. Roth has been appointed sales representative for the **Western Railroad Supply Company,** with headquarters at Chicago. Mr. Roth is a native of Chicago and was formerly employed in various capacities by W. H. Miner, Inc., having been sales engineer for that firm for the past 11 years. He previously served for about three years in the signal department of the Chicago, Rock Island & Pacific.

Ernest Kuehn, formerly Pacific Coast regional manager for the **Electro-Motive Division** of **General Motors Corporation,** and more recently an adviser to the firm, has retired. Mr. Kuehn first entered service with the company in 1923, when it was known as the Electro-Motive Engineering Corporation. Before that he worked for the General Electric Company when it was producing rail cars, and for the St. Louis Southwestern as superintendent of motor cars. In

his earliest Electro-Motive position of mechanical manager, he was in charge of all manufacturing and service operations. He took part in the demonstration run of the first Electro-Motive rail car on the Chicago Great Western; was one of three operators who assisted in the "Dawn-to-Dusk" run of the "Pioneer Zephyr"; and figured prominently in the transcontinental run of the Union Pacific's M10001, which completed the

Ernest Kuehn

Los Angeles, Cal.-New York trip in a record 56 hr., 55 min. Mr. Kuehn assisted in the planning of Electro-Motive's La Grange (Ill.) plant, and in 1936 was made factory manager there. In 1942, for reasons of health, he became special representative of a General Motors' vice-president. He was appointed Pacific Coast regional manager in 1944, and in July, 1948, relinquished that post, but remained with the firm in an advisory capacity until January 1, 1949.

Harry D. Sweeney, sales engineer of the **American Brake Shoe Company,** has been appointed sales manager of welding products for the American manga-

Harry D. Sweeney

nese steel division, with headquarters as before in Chicago Heights, Ill. Mr. Sweeney has been associated with American Brake Shoe since 1945. He was formerly with the Acme Steel Company and during World War II served as a first lieutenant with the United States Army in England and France.

Henry J. Kingsbury, chief engineer of **Hammond Machinery Builders, Inc.,** Kalamazoo, Mich., has retired from that position after 50 years of service with the company. He continues with the firm in engineering research and development.

Frank H. Reynolds has been appointed vice-president of the **Continental Equipment Corporation,** with headquarters at 30 Church street, New York. He will develop expanding activities in the railroad department of Continental Equipment and also will be concerned with increased activities in the marine and Diesel fields. Mr. Reynolds started in the railroad field in 1903 with the Delaware & Hudson at Albany, N. Y.

Frank H. Reynolds

Two years later he joined the American Locomotive Company. In 1916 he joined the Eddystone Munitions Company, Eddystone, Pa., as assistant to the president. In 1918 he was appointed a foreign representative of the Baldwin Locomotive Works, with headquarters in Warsaw, Poland. Mr. Reynolds rejoined American Locomotive in 1922 and was assistant to the vice-president at the time of his recent appointment with Continental Equipment.

J. R. Brummett, formerly assistant superintendent, has been appointed superintendent of the wood preserving plant of the **American Lumber & Treating Co.,** at Baltimore, Md., to succeed **L. H. Harper,** retired.

J. A. Robinson has been appointed sales manager for the transportation division of the **Automatic Transportation Company,** with headquarters at Chicago. He was formerly with Ruthrauff & Ryan, Inc.

Frank E. Peterson, assistant manager of the Milwaukee, Wis., office of the **Wyandotte Chemicals Corporation,** has been promoted to manager of that office. **Fred R. Hayden** has been appointed to take over the territory formerly covered by Mr. Peterson.

William E. Gahl, who has been associated for 20 years with **Templeton, Kenly & Co.,** Chicago, manufacturers of Simplex Jacks, has been appointed chief engineer of the company. He succeeds **F. J. Jakoubek,** who has resigned to en-

William E. Gahl

ter the manufacturing business for himself. Mr. Gahl was born on November 20, 1904, at Chicago, and attended Armour Institute and Morton Junior College in that city. He joined the engineering department of Templeton, Kenly & Co., in February, 1929.

Howard L. Franks has been appointed director of sales of **Merrill Brothers,** Maspeth, N. Y. Mr. Franks was formerly sales manager of the Charles Fischer Spring Company.

Thomas F. Millane, president of the **Taylor Manufacturing Company,** Milwaukee, Wis., has announced the change of company name to the **Wright Manufacturing Company,** and appointment of **Bertram R. Scheff** as general sales manager.

The **General Electric Company** has announced the appointment of **J. H. Gauss** as assistant manager of sales of the locomotive and car equipment divisions, Erie, Pa. Mr. Gauss has been associated with General Electric for 11 years, and has served in the railroad rolling stock sales, the urban transit sales, the motor engineering, and the control engineering divisions, at Erie. The company's apparatus department also has announced the establishment of a separate sales district for Michigan, with headquarters in Detroit. Formerly a part of the central district with headquarters in Chicago, the newly constituted Michigan district will include present local sales offices in Detroit, Lansing, Jackson, Grand Rapids, and Saginaw. **A. R. Hines,** formerly manager of the apparatus department office at Philadelphia, Pa., has been appointed manager of the Michigan

district and **V. J. Snyder** and **C. M. Dunn**, formerly assistant managers of the Detroit office, have been appointed assistant managers of the new district. **T. C. Glenn** will be manager of the engineering division of the new district, in charge of all application and service engineering work in the district, and all types of installation contracts. In addition, he will be in charge of, and responsible for, all Michigan district service shops.

OBITUARY

L. C. Ritterbush, vice-president in charge of sales of the Union Switch & Signal Co., with headquarters at Swissvale, Pa., died on January 20 in Pittsburgh, Pa. He was 46 years old. Mr. Ritterbush was born in New York, where he attended high school and continued his education at Mechanic's Institute and Columbia University. In September, 1918, he joined the General Railway Signal Company in the New York district office and, in 1920, was transferred to Rochester, N. Y., later

L. C. Ritterbush

being assigned to field construction work. In 1924 he joined Union Switch at Swissvale, working in the commercial engineering department. He was transferred to New York in 1930 as district engineer and was appointed assistant district manager of the Eastern region in 1937. On July 1, 1940, Mr. Ritterbush was appointed general sales manager, at Swissvale, which position he held until his election on July 28, 1944, as vice-president in charge of sales.

Frank Cazenove Jones, president and general manager of the Okonite Company, Passaic, N. J., died on January 20, at the Lenox Hill Hospital, New York, following a three months' illness. Mr. Jones was born in New York in 1887. He was graduated from Noble and Greenough School, Boston, Mass., and was a member of the class of 1910 at Harvard University. Mr. Jones started his business career with B. T. Babbitt, Inc., and later was treasurer of Edgar A. Wilhelmi, Inc., export agents. In 1914 he established an importing business, Jones & Cammack, which he left in 1917 to serve in the Army Ordnance department. After the death of

Frank Cazenove Jones

his father, Mr. Jones became a director of the Okonite Company. He was elected treasurer and general manager in 1919 and president and general manager in 1932. He also was president of the Okonite-Callender Cable Company, Paterson, N. J.

ABANDONMENTS

Union Pacific.—The Interstate Commerce Commission in a recent order fixed January 18 as the new effective date of the certificate which its Division 4 issued on September 13, 1948, to permit abandonment by this road of a 22.1-mi. branch line between Boleus, Nev., and Pleasanton (see *Railway Age* of October 30, 1948, page 102). The original effective date was 40 days from September 13, but the commission postponed it "until further order" while it considered a petition filed by protestants. The petition, denied by the present order, sought to have the certificate vacated or the effective date deferred for a year.

Division 4 of the Interstate Commerce Commission has **authorized:**

New Jersey & New York.—To abandon a 1.2-mi. section of its Haverstraw branch—from Thiells, N. Y., to Stony Point Junction. Subsequent to issuance of the division's report, which made the abandonment certificate effective 30 days from December 22, 1948, the commission, at the request of the road, issued an order modifying the certificate to make it effective 215 days from December 22, 1948. The road had made its request in a petition which said an agreement had been reached whereby the Garnersville Holding Company, principal industry served by the line, would relocate some of its facilities in the territory.

Norfolk Southern.—To abandon its Currituck branch which extends from a point near Euclid, Va., to Back Bay, 16.3 miles. Losses of business caused discontinuance of passenger and scheduled freight service on the line more than 10 years ago, and freight trains have since been operated only when carload traffic was offered for shipment. A wholly-owned subsidiary of the N. S. conducts common-carrier bus and truck operations serving all stations on the line.

Union Pacific.—To abandon operation over a 1.5-mi. section of the Logan Sugar Factory branch of its lessor, the Oregon Short Line. The same decision authorized the latter to abandon the segment, located in Cache county, Utah, connecting with the Short Line main line at Logan Junction.

Application has been filed with the I.C.C. by:

San Luis Valley Southern.—To abandon its entire line which extends from Blanca, Colo., to Jaroso, 31.5 miles.

CONSTRUCTION

Atchison, Topeka & Santa Fe.—This road has awarded a contract to L. J. Hesser, Greeley, Colo., for construction of a concrete and steel bridge over Templeton Gap floodway, north of Pike View, Colo.

Atlantic Coast Line.—This road has authorized the following projects at the indicated probable costs: Constructing track facilities at Fitzgerald, Ga. ($20,275), at Birmingham, Ala. ($28,705), and at South Rocky Mount, N. C. ($40,674); rearranging and relocating tracks and mechanical facilities at Charleston, S. C., and Bennett ($447,535); rearranging passing tracks at Benson, N. C. ($48,500), and at Godwin, N. C. ($48,930); and moving a passing track from Beard, N. C., to Milan yard, Fayetteville, N. C. ($49,000).

Canadian National.—This road has awarded a contract to A. Brodner, Vancouver, B. C., for construction of a freight shed and office of cement block construction on concrete foundations, at New Westminster, B. C.

New York Central.—This road has awarded a contract to the A. J. Eckert Company, Albany, N. Y., for a new heating system and a steam distribution installation for coach repair facilities at Rensselaer, N. Y.

Northern Pacific.—Examiner A. G. Nye has recommended in a proposed report that Division 4 of the Interstate Commerce Commission deny this road's application for authority to construct a line into Moses Lake, Wash., where railroad service is now provided only by the Chicago, Milwaukee, St. Paul & Pacific. The proposed N.P. extension would be a 4-mi. line connecting with its Connell Northern branch. The examiner's appraisal of the evidence led

him to conclude that justification for the proposed line had not been established by "clear proof" that it is or will be required by present or future public convenience and necessity. The "greater part" of the evidence, he said, is devoted to showing that there "might be a need" for N.P. service when projected irrigation works are completed and the area surrounding Moses City comes into "full production." If conditions thus become such that another railroad is necessary, Mr. Nye suggested that "no sound reason exists why application cannot be made at that time or without permission from this commission, suitable facilities installed along the Connell Northern branch for shippers who wish to avail themselves of Northern Pacific service."

Reading.—This road has awarded two contracts at the indicated estimated costs: To the Bates & Rogers Construction Corp., Chicago, for constructing bridge 197/82 over Millers run at Williamsport, Pa. ($160,000); and to the McClain Company, Philadelphia, Pa., for constructing a brick pump house, loading platforms and piping at Philadelphia ($30,000).

Southern Pacific.—This road has awarded a contract to William Rohrbacher, Santa Ana, Cal., for the remodeling and modernization of a combination freight and passenger station at Oxnard, Cal., at a cost of $38,000. Stolte, Inc., has been awarded a contract amounting to $59,250 for construction of a new passenger station at Watsonville Junction, Cal., to replace a structure built in 1906.

FINANCIAL

Pennsylvania and Wabash Would Buy D.T.&I. from Pennroad Corp.

The Pennsylvania and the Wabash on January 26 filed an application with the Interstate Commerce Commission for authority to acquire control of the Detroit, Toledo & Ironton through purchase from Pennroad Corporation of 245,329 shares of common stock, comprising all the outstanding stock of that company with the exception of seven shares, the whereabouts of the owners of which are unknown. The Wabash proposes to purchase 45,329 shares and the P.R.R. 200,000 shares at $105.50 a share, or a total price of $4,782,209.50 for the Wabash and $21,100,000 for the P.R.R. The latter's share will be purchased by its wholly owned subsidiary, the Pennsylvania Company, which has joined in the application filed with the commission.

The D.T.&I., extending from Detroit, Mich., to Ironton, Ohio, operates 463 miles of main line. Over 40 per cent of its inter-line traffic is interchanged with the P.R.R., Wabash and Ann Arbor, the latter a subsidiary of the Wabash. The application says that the P.R.R. and the Wabash have substantial investments in the Detroit area, and are dependent upon the D.T.&I. for a large volume of the traffic they receive; that the purchase of the stock will preserve and protect, in the public interest, the competitive transportation services in the Detroit area; and that interchange of traffic between the D.T.&I. and other railroads will be assured, since existing interchange points will be kept open and maintained and existing through routes and other traffic arrangements will be continued. The application also asserts that better transportation services to the public will be provided through establishment of an additional route for freight movement via the P.R.R. and D.T.&I. from Cincinnati, Ohio, to Detroit.

In a separate application, the Pennsylvania Company has asked for authority to issue $16,000,000 of collateral trust sinking fund bonds to be dated January 1, 1949, and mature January 1, 19 9; the principal to be reduced annually through operation of a sinking fund to which payments of $800,000 will be made in each year, and to be secured by an initial pledge of 200,000 shares of D.T.&I. stock. These bonds are either to be delivered in part payment for the D.T.&I. stock or are to be sold and the proceeds applied in part payment for such stock. The method to be adopted will be covered later by a supplemental application to the commission. The cost of the stock, over and above the part covered by the bonds, will be met by the Pennsylvania Company in cash.

The P.R.R. also filed an application with the commission for authority to acquire control from Pennroad of 5,100 shares, comprising all the stock outstanding, of the Springfield Suburban at a price of $39.31 a share, or an aggregate of $200,481. This stock also will be purchased by the Pennsylvania Company, which joined in the application. The S.S. is a switching line operating in Springfield, Ohio, and territory immediately adjacent. More than half of its total carload traffic is interchanged with D.T.&I. Purchase of this stock is dependent upon approval by the commission of the purchase of the D.T.&I. stock, the plan being then to transfer the stock of the S.S. to the D.T.&I.

Alexander.—*Stock.*—Division 4 of the Interstate Commerce Commission has modified a prior report and order to authorize issuance of $1-par common stock by this company, organized to take over a North Carolina line abandoned by the Southern. The division found that the company has already issued $1-par stock without authorization; the present report said that stock "is void." The company's original application sought authority to issue 100,000 shares of $1-par stock, but the division ruled in its prior report (see *Railway Age* of August 9, 1947, page 78) that this would not be compatible with the public interest—because "the possibility of misleading the unwary is too great where shares representing so little investment or so little in the way of assets are authorized." Thus that prior report authorized issuance of 10,000 shares of $10-par stock. The Alexander, in December, 1948, filed a petition asking again that the $1-par stock be approved, because its charter was framed on that basis and a change in the charter would be "difficult to explain to its stockholders." In acting favorably on the petition, the division stipulated that the approved stock should not be issued until the Alexander has filed with the commission an affidavit, executed by its president or vice-president, "stating that it has recalled and canceled the outstanding void stock." The decision represents the view of Commissioners Miller and Rogers; Division 4's third member, Commissioner Mahaffie, dissented.

Atchison, Topeka & Santa Fe.—*Merger of Subsidiaries.*—Two reports by Division 4 of the Interstate Commerce Commission have authorized two subsidiaries of this road to absorb 14 other subsidiaries. One report authorized merger into the Gulf, Colorado & Santa Fe of the properties and franchises of 8 companies as follows: Cane Belt; Concho, San Saba & Llano Valley; Fort Worth & Rio Grande; Gulf, Beaumont & Great Northern; Gulf, Beaumont & Kansas City; Healdton & Santa Fe; Jasper & Eastern; Texas & Gulf. The other report approved merger into the Panhandle & Santa Fe of the properties and franchises of the following 6 companies: Clinton-Oklahoma-Western; North Plains & Santa Fe; North Texas & Santa Fe; Pecos River; Pecos & Northern Texas; South Plains & Santa Fe. The G. C. & S. F. and P. & S. F. were also authorized to assume liability for the bonds of the companies to be merged; and they received further authority to issue a total of $14,000 of $100-par capital stock to the Santa Fe in exchange for the properties. The stock will consist of 80 G. C. & S. F. shares with a total par value of $8,000, and 60 P. & S. F. shares with a total par value of $6,000. After the reports were issued, the division, at the request of the Santa Fe, issued supplemental orders, thereby authorizing that road to pledge the 140 shares of stock it will receive with the Central Hanover Bank & Trust Co., as trustee under its general and adjustment mortgages.

Boston & Maine.—*Stock Adjustment.*—This road has filed with the Interstate Commerce Commission an amendment to its Mahaffie-act application for authority to effect a voluntary modification of its capital stock set-up. Whereas the original proposal contemplated the exchange of present prior preference, preferred, and common stock for new

common, the amendment makes provision for a new 5 per cent preferred as well as a new common stock. It proposes that each share of the present 7 per cent prior preference stock be exchanged for 1.2 shares of the new preferred and 1 share of the new common. Each share of the five issues of the present first preferred would be exchanged for the new common on the following bases: Series A (5 per cent), 0.69 share of common; series B (8 per cent), 0.84 share; series C (7 per cent), 0.79 share; series D (10 per cent), 0.94 share; series E (4½ per cent), 0.66 share. Each share of the present non-cumulative preferred and of the present common would be exchanged, respectively, for 0.07 share and 0.05 share of the new common. The new preferred issue would total 275,296.8 shares, par value $100 per share, while initial issue of the new common would total 549,134.98 shares. The original plan, which would have provided for common stock only, was outlined in the *Railway Age* of August 28, 1948, page 68. It encountered "strong opposition" on the part of some stockholder, the amended application said.

Erie.—*Use of Cleveland Union Terminal.*—Division 4 of the Interstate Commerce Commission has approved arrangements whereby this road will use the Cleveland, Ohio, station of the Cleveland Union Terminals Company, discontinuing passenger-service operations at its own Superior Avenue station in that city. The approved arrangements involve joint use of the station and appurtenant tracks and other facilities; construction of an 0.7-mi. connecting track and operation under trackage rights over approximately 0.8 mi. of Cleveland, Cincinnati, Chicago & St. Louis line. There has been no decision as yet with respect to the disposition of the Superior Avenue station building.

Great Northern.—*Dividend.*—This road has declared a dividend of $1 a share on the $6 preferred stock, payable March 21 to stockholders of record February 23. The previous payment on this issue was $2 a share on December 10, 1948.

Maine Central.—*Stock Adjustment.*—The Interstate Commerce Commission has set March 1 as the date for hearing on this road's application for authority to effect a modification of its preferred stock under the so-called Mahaffie Act (section 20b of the Interstate Commerce Act). The hearing will be held at Washington, D. C., before Examiner John L. Bradford (see *Railway Age* of October 9, 1948, page 84).

New Securities

Applications have been filed with the Interstate Commerce Commission by:

Arcade & Attica.—To issue an unsecured, demand, promissory note in the amount of $15,000 and bearing interest at 4 per cent. The note, to be delivered to the Citizens Bank of Arcade, N. Y., would be substituted for a like note dated December 29, 1948, which was issued without prior approval by the commission, the applicant's counsel at that time having advised that this could be done. Proceeds of the note will be used to pay traffic balances owed to the Pennsylvania.

Texas & Pacific.—To assume liability for $2,250,000 of series F equipment trust certificates to finance in part the acquisition of five Diesel-electric locomotives at an estimated total cost of $3,094,368. The locomotives will be purchased from the Electro-Motive Division of General Motors Corporation. Four of them, costing $663,592 apiece, will be 6,000-hp. road freight locomotives, each consisting of two 1,500-hp. "A" units and two 1,500-hp. "B" units; the other, costing $440,000, will be a 4,000-hp. road passenger locomotive consisting of two 2,000-hp. "A" units. The certificates would be dated March 1 and would mature in 10 annual installments of $225,000 each, beginning March 1, 1950. They would be sold on the basis of competitive bids and the interest rate would be fixed by such bids.

Virginian.—To assume liability for $3,800,000 of equipment trust certificates to finance in part the acquisition of 1,000 55-ton, all-steel, self-clearing hopper cars and 25 steel-sheathed cabooses. The hoppers will be purchased from the Pressed Steel Car Company at an estimated unit price of $4,736, while the cabooses will be purchased from the St. Louis Car Company at an estimated unit price of $11,112. The certificates would be dated February 1, and would mature in 10 annual installments of $380,000 each, beginning February 1, 1950. They would be sold on the basis of competitive bids, and the interest rate would be fixed by the bids.

Division 4 of the I.C.C. has **authorized:**

Chesapeake & Ohio.—To assume liability for $7,000,000 of equipment trust certificates to finance in part the acquisition of eight 1,500-hp., Diesel-electric, road switching locomotives and 1,675 hopper cars. The locomotives will be purchased from the Electro-Motive Division of General Motors Corporation—three at $169,979 each and five at $161,414 each. One thousand of the hopper cars will be purchased from the American Car & Foundry Co. at a unit price of $4,350; 675 will be purchased from the Bethlehem Steel Company at a unit price of $4,627. The certificates will be dated January 15, and will mature in 10 annual installments of $700,000 each, beginning January 15, 1950. The commission's report approved a selling price of 99.533 for the issue with a 2⅛ per cent interest rate—the bid submitted by Harriman, Ripley & Co. and Lehman Brothers on behalf of themselves and four associates. This will make the average annual interest cost approximately 2.23 per cent. The certificates were reoffered to the public at prices yielding from 1.4 per cent to 2.35 per cent, according to maturity.

Chicago, Burlington & Quincy.—To assume liability for $3,210,000 of equipment trust certificates to finance in part the acquisition of 18 Diesel-electric locomotives at an estimated total cost of $4,318,500 (see *Railway Age* of December 25, 1948, page 56). The certificates will be dated January 1, and will mature in 30 semi-annual installments of $107,000 each, beginning July 1. The commission's report approved a selling price of 99.31 for the issue with a 2¼ per cent interest rate—the bid of Halsey, Stuart & Co. and six associates, which will make the average annual interest cost approximately 2.36 per cent. The certificates were reoffered to the public at prices yielding from 1.3 per cent to 2.525 per cent, according to maturity.

Florida East Coast.—To assume liability for $2,060,000 of series K equipment trust certificates to finance in part the acquisition of 10 Diesel-electric locomotives at an estimated total cost of $2,761,846 (see *Railway Age* of December 18, 1948, page 74). The certificates will be dated January 1, and will mature in 20 semi-annual installments of $103,000 each, beginning July 1. The commission's report approved a selling price of 99.294 for the issue with a 2¾ per cent interest rate—the bid of Halsey, Stuart & Co. and associates, which will make the average annual interest cost approximately 2.9 per cent. The certificates were reoffered to the public at prices yielding from 1.4 per cent to 2.5 per cent, according to maturity.

Investment House Publications

[The surveys listed herein are, for the most part, prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers but assumes no responsibility for facts or opinions they may contain bearing upon the attractiveness of specific securities.]

Baker, Weeks & Harden, One Wall st., New York 5, N. Y.

Atlantic Coast Line (Highlights of address of Fred Adams before the New York Society of Security Analysts, Dec. 17, 1948).

Effect of Wage and Rate Increases on Selected Class I Railroads (Jan. 5).

Gulf, Mobile & Ohio (Highlights of address by F. M. Hicks before the New York Society of Security Analysts, Dec. 10, 1948).

Dick & Merle-Smith, 30 Pine st., New York 5, N. Y.

[Table showing] *Important Features and Comparative Data Relating to Various Income Mortgage Bonds* (Dec. 1, 1948).

Summary of Equipment Trust Offerings, Jan. 1, 1946, to Dec. 31, 1948, incl.

Dreyfus & Co., 50 Broadway, New York 4, N. Y.

Pennroad Corp. (Jan. 10, No. 172).

Railroad Earnings and Present Influences (Jan. 3, No. 171) (Selected railroads).

H. Hentz & Co., Hanover square, New York, N. Y.

Annual Review and Forecast, January, 1949 (Covers business in general, not limited to railroads).

McMaster Hutchinson & Co., 105 S. LaSalle st., Chicago 3, Ill.

Railroad Equipment Trust Certifi-

cates. A discussion of the fundamental principles of equipment trust financing from the investor's viewpoint.

Merrill Lynch, Pierce, Fenner & Beane, 70 Pine st., New York 5, N. Y.

Railroads (Forecasts of 1949 earnings of 26 major railroads outlined) (Dec. 22, 1948, No. 548).

Railroads—Freight Rate Increase (Effect on 1948 and 1949 earnings of selected railroads) (Jan. 5, No. 6).

R. W. Pressprich & Co., 68 William st., New York 5, N. Y.

Market Potentials in the Underlying Obligations of the Missouri Pacific System (Jan. 6).

L. F. Rothschild & Co., 120 Broadway, New York 5, N. Y.

Missouri Pacific Railroad First & Refunding 5s (Jan. 3).

Vilas & Hickey, 49 Wall st., New York 5, N. Y.

Denver & Rio Grande Western Preferred & Common Stocks (Jan. 19).

1949 *Railroad Outlook* (Dec. 31, 1948)

Wood, Walker & Co., 63 Wall st., New York 5, N. Y.

Missouri Pacific Railroad Company, with special reference to its First & Refunding Mortgage 5% Bonds (Jan. 12).

Dividends Declared

Atlantic Coast Line.—$1.00, payable March 11 to holders of record February 11.

Erie & Kalamazoo.—$1.50, payable February 1 to holders of record January 15.

Great Northern.—(irregular), $1.00, payable March 21 to holders of record February 23.

Louisville & Nashville.—88¢, quarterly, payable March 11 to holders of record February 1.

Michigan Central.—$25.00, semi-annually, payable January 31 to holders of record January 14.

Peoria & Bureau Valley.—$2.50, semi-annually, payable February 10 to holders of record January 24.

Average Prices Stocks and Bonds

	Jan. 25	Last week	Last year
Average price of 20 representative railway stocks	43.54	43.47	48.43
Average price of 20 representative railway bonds	90.35	89.78	86.09

RAILWAY OFFICERS

EXECUTIVE

Ernest C. Nickerson, vice-president—traffic of the New York, New Haven & Hartford, has been named vice-president and assistant to the president, maintaining offices, as before, both at New Haven, Conn., and Boston, Mass. **Henry F. McCarthy,** resident vice-president at Boston, has been appointed vice-president in charge of traffic, also with offices both at New Haven and Boston.

Lewis F. Ormond, assistant vice-president—accounts of the Atlantic Coast Line, has been elected vice-president in charge of accounts, with headquarters as before at Wilmington, N. C., succeeding **W. D. McCaig,** whose retirement was reported in the *Railway Age* of January 22. **A. S. Trundle, Jr.,** comptroller, has been appointed also assistant vice-

Lewis F. Ormond

president. Mr. Ormond has also been elected comptroller of the Charleston & Western Carolina. Born at Austin, Tex., on August 8, 1894, Mr. Ormond entered railroad service on July 1, 1912, with the Gulf, Colorado & Santa Fe at Galveston, Tex., serving until April 1, 1920, in various clerical positions in the accounting department. Mr. Ormond then became field accountant for the United States Railroad Administration and from March 1, 1921, to April 28, 1937, he served in various positions from examiner of accounts to chief accountant and auditor in field service of the

A. S. Trundle, Jr.

Bureau of Accounts, Interstate Commerce Commission. From May 1, 1937, to March 18, 1943, Mr. Ormond was assistant comptroller of the A. C. L., the C. & W. C., the Winston-Salem Southbound and other A. C. L. subsidiaries. On March 18, 1943, Mr. Ormond was appointed comptroller of the A. C. L. and assistant comptroller of subsidiaries, which positions he held until his appointment as assistant vice-president—accounts on November 20, 1947.

Mr. Trundle was born at Leesburg, Va., on June 11, 1900, and entered railroad service in 1918 as a clerk in the fuel department of the Southern at Washington, D. C., where he remained until November, 1920, when he entered the service of the A. C. L. He served successively as secretary in the office of the general manager at Wilmington, secretary to executive vice-president, and in the accounting department, office of the auditor of disbursements, until February, 1927, when he became traveling auditor. From January 1, 1930, to May, 1937, Mr. Trundle served successively as assistant general bookkeeper, general bookkeeper and chief clerk in the office of the comptroller. On the latter date he was appointed assistant to comptroller, becoming assistant comptroller (junior) on October 1, 1941, and assistant comptroller (senior) on March 18, 1943, holding the latter position until November 20, 1947, when he became comptroller, which position he will continue to hold, in addition to that of assistant vice-president.

W. S. Baker, chief of personnel of the Atlantic Coast Line and the Charleston & Western Carolina, has been appointed assistant vice-president, operating department, of both roads, with headquarters as before at Wilmington, N. C. Mr. Baker will continue in charge of

W. S. Baker

employee relations for the A. C. L. He was born at Owassa, Ala., on September 4, 1894, and entered the service of the Louisville & Nashville as telegrapher on January 14, 1912, remaining with that company as telegrapher and dispatcher until March 4, 1919. He then went with the Atlantic Coast Line as dispatcher at Charleston, S. C. He became chief dispatcher at Montgomery, Ala., on January 1, 1927, and trainmaster of the Montgomery district on November 1, 1927, transferring to Savannah, Ga., on June 1, 1931, and to

Dothan, Ala., on December 15, 1932. Mr. Baker was appointed acting superintendent terminals at Jacksonville, Fla., on July 11, 1942, and superintendent of the Tampa district at Tampa, Fla., on July 15, 1943. On September 1, 1944, he became general superintendent of the Charleston & Western Carolina at Augusta, Ga., and on February 1, 1945, was appointed chief of personnel of that road and the A. C. L.

FINANCIAL, LEGAL & ACCOUNTING

William R. Benjamin, whose election as treasurer of the New York, New Haven & Hartford at New Haven, Conn., was reported in the *Railway Age* of January 15, entered railroad service with the New Haven as clerk in the office of the treasurer on January 12, 1908. In July, 1910, he was appointed paymaster and cashier of the Hartford & New York Transportation Co. at Hart-

William R. Benjamin

ford, Conn. Upon the dissolution of that company he was recalled to the office of the treasurer of the New Haven, where in 1923 he took over the freight credit department. Mr. Benjamin was appointed assistant to treasurer on December 1, 1938, and assistant treasurer on November 1, 1943, holding the latter position until his recent election as treasurer.

William L. Linnehan, assistant general auditor of the Chicago, Rock Island & Pacific at Chicago, has retired after 42 years of service with the road. He was born on June 6, 1881, at Lemont, Ill., and received his higher education at several business colleges and at the Watton School of Accounting. Mr. Linnehan entered the service of the Rock Island in 1902 as a stenographer in the transportation department, and later held various positions in that department and in the car service and car accounting departments. He was advanced to assistant car accountant in 1918 and to assistant auditor of car service accounts in 1923. In 1932 he became auditor of car service accounts and in 1935 was further promoted to auditor of car service and station accounts. The next year he was elected assistant general auditor, retaining that post after the company was reorganized in January, 1948.

W. E. Hand, staff assistant to the president of the Atlantic Coast Line, has been appointed assistant comptroller of that road and the Charleston & Western Carolina, with headquarters as before at Wilmington, N. C. **M. G. Seigler,** assistant to comptroller of the A.C.L., has been appointed assistant comptroller of that road.

OPERATING

J. W. Myers, acting superintendent of the Chicago, Rock Island & Pacific at St. Louis, Mo., has been appointed superintendent, with headquarters at Fairbury, Neb., succeeding **G. R. Huntoon,** who has been appointed superintendent of safety at Chicago.

N. A. Peters, whose appointment as superintendent of car service of the Central region of the Canadian National at Toronto, Ont., was reported in the *Railway Age* of December 18, 1948, was born at Toronto and entered the service of the C.N.R. in 1906 as junior clerk in the office of the general superintendent, Southern Ontario dis-

N. A. Peters

trict, at Toronto. He subsequently served as stenographer, secretary to general superintendent, chief clerk in the maintenance of way department, chief clerk to the general superintendent and district agent. Mr. Peters was appointed regional supervisor of car service in 1935, which position he now relinquishes to assume his new duties.

R. P. Noyes, assistant superintendent passenger transportation of the New York, New Haven & Hartford, has been appointed superintendent of passenger transportation, with headquarters as before at New Haven, Conn., succeeding **L. W. Nolan,** who will retire on February 1, after 44 years of service. **F. E. Moran** has been appointed assistant superintendent of passenger transportation.

TRAFFIC

R. B. Burner, commercial agent of the St. Louis Southwestern at Dallas, Tex., has been appointed general agent at Waco, Tex., succeeding the late **H. A. Klein.**

Greg C. Gormaly has been promoted to district traffic manager of the Akron, Canton & Youngstown, with headquarters at Chicago. The position of general western agent formerly held by Mr. Gormaly has been abolished.

G. W. Rodine, whose promotion to passenger traffic manager of the Northern Pacific at St. Paul, Minn., was reported in the *Railway Age* of January 8, was born in 1894, at Chicago, and began his railroad career there with the Atchison, Topeka & Santa Fe in 1913. He remained with that road until June, 1921, when he joined the N. P., holding various positions in the passenger department at Chicago. He served also as traveling passenger agent at Cleveland,

G. W. Rodine

Ohio, and at Milwaukee, Wis., and as special passenger representative at St. Paul. In 1926 he returned to Chicago as assistant general agent, passenger department, and was advanced to general agent, passenger department, in 1931. Mr. Rodine was appointed general passenger agent at Seattle, Wash., in 1941, and western passenger traffic manager at that point in January, 1947. He was serving in the latter position at the time of his promotion to passenger traffic manager at St. Paul.

John W. Scott, executive general agent of the Kansas City Southern Lines, with headquarters at Beaumont, Tex., has been appointed western district traffic manager at San Francisco, Cal., with jurisdiction over the company's Los Angeles, Cal., San Francisco and Seattle, Wash., agencies. A photograph and biographical sketch of Mr. Scott

appeared in the *Railway Age* of July 31, 1948, in connection with his promotion to executive general agent.

G. Hawley, assistant to traffic manager of the National of Mexico, with headquarters at Chicago, is retiring on January 31, coincident with the closing of the road's office at that point, as noted elsewhere in this issue.

E. S. Spackman, assistant to the European passenger manager of the Canadian Pacific, has been appointed general passenger agent, with headquarters as before at London, England.

J. J. Nolan whose promotion to passenger traffic manager of the Pullman Company at Chicago, was reported in the *Railway Age* of January 8, was born on April 19, 1898, at Hartland, Ill. After serving in the United States Army during World War I, he entered railroad service with the Pullman Company in 1919 as audit clerk in the commissary department. From 1919 to 1925, he worked in the passenger department,

J. J. Nolan

serving during the winters as ticket seller at southern resorts. He was appointed district passenger agent at Chicago in June, 1925, and assistant general passenger agent in January, 1937. Mr. Nolan was subsequently advanced to general passenger agent in July, 1942, and in the following year he became assistant passenger traffic manager at Chicago, the post he held at the time of his promotion to passenger traffic manager.

McElvey L. Corbett, assistant general freight agent of the Illinois Central, with headquarters at Memphis, Tenn., has been promoted to general freight agent at St. Louis, Mo., succeeding **Albert L. Wilson,** who has been transferred to Chicago as assistant general freight agent. Mr. Corbett is replaced by **William R. Jones,** assistant general freight agent at Jackson, Miss. **Fred Heimlicher, Jr.,** general agent at Detroit, Mich., has succeeded **Richard M. Boyd,** who has resigned as general agent at Pittsburgh, Pa. **C. R. Reynolds,** assistant general freight agent at Chicago has been transferred to Atlanta, Ga., succeeding **John H. MacMahan,** who in turn has replaced **James L. Lumsden** as assistant general freight agent at St. Louis. Mr. Lumsden has been appointed office manager in the coal traffic department at Chicago. **Richard B. Hughes,** office manager in the general freight traffic office at Chicago, has been made general agent at Sioux City, Iowa. **James W. Peery,** district traffic agent at Fort Dodge, Iowa, has been transferred to Waterloo, Iowa, replacing **George H. Sorenson,** who has retired, on account of ill health, after 22 years of service. **Maurice J. Mulconnery** has been appointed general agent at St. Louis and **H. Thurman Lewis** becomes general traffic agent at Jackson. **Charles L. Morlock,** commercial agent at Detroit, Mich., has been appointed perishable traffic agent, with headquarters at Chicago.

MECHANICAL

Fredrick C. Ruskaup, whose appointment as general superintendent, equipment, of the New York Central at New York was reported in the *Railway Age* of January 15, was born at Indianapolis, Ind., in 1903 and was graduated from Purdue University with a degree in mechanical engineering. He entered the service of the New York Central in 1925 as a special apprentice at Beech Grove, Ind., becoming special engineer there in 1930 and service test inspector in 1931. Mr. Ruskaup was appointed assistant master mechanic at Bellefon-

Fredrick C. Ruskaup

taine, Ohio, in 1936 and master mechanic at Cincinnati, Ohio, in 1938, becoming assistant to general superintendent at New York later that same year. In 1939 he went to West Springfield, Mass., as master mechanic and was appointed assistant superintendent of equipment at Indianapolis in 1946, returning to New York the same year as assistant general superintendent, motive power and rolling stock, holding the latter position at the time of his recent appointment as general superintendent, equipment.

Paul W. Kiefer, whose appointment as chief engineer, equipment, of the New York Central at New York was reported in the *Railway Age* of January 15, was born at Delaware, Ohio, on February 13, 1888. Mr. Kiefer completed a selected three-year course at Central Institute, Cleveland, Ohio, and holds the honorary degree of mechanical engineer from Stevens Institute of Technology. He entered railroad service with the Lake Shore & Michigan Southern (now New York Central) as a clerk at Collinwood, Ohio, where he became a machinist apprentice in 1907, foreman in 1910 and machinist in 1912. He was locomotive construction inspector at Dunkirk, N. Y., in 1915 and became locomotive designer at New York

Paul W. Kiefer

in 1916. Two years later he was appointed traveling inspector in the office of the engineer of motive power and became chief draftsman in the office of the engineer, motive power and rolling stock, in 1920. Mr. Kiefer was appointed engineer, motive power, in 1924 and engineer, rolling stock, in 1925, advancing to chief engineer, motive power and rolling stock, the next year, which position he held until his recent appointment as chief engineer, equipment. He was awarded the American Society of Mechanical Engineers Medal for 1947—the highest honor conferred by that society — for "outstanding achievement in railway transportation."

Coincident with the retirement on January 31 of **F. F. Nystrom** as chief mechanical officer of the Chicago, Milwaukee, St. Paul & Pacific at Milwaukee, Wis., as noted in the *Railway Age* of January 8, a number of changes will become effective in the road's mechanical department at Milwaukee and elsewhere. The offices of chief mechanical officer, general superintendent locomotive and car department, and assistant general superintendent locomotive and car department, will be abolished. **A. G. Hoppe,** general superintendent locomotive and car department, becomes general superintendent locomotive department; **A. V. Nystrom,** assist-

News Department continued on next left-hand page

PROBABLY no railroad man need be told that every carload of C & O's record-breaking tonnage moved behind steam.

Nor will it surprise many that almost every ton made most of its miles behind Lima-built locomotives.

The significant point is this: Here is an example of what *modern* steam power can do. It is a special example, to be sure, but a concrete one. Those are real locomotives, making real miles, moving real tonnage and lots of it. Almost to an engine, they are modern—modern from the rims up, from the pilots back.

Could any other type of power—including older steam locomotives—have equalled C & O's cost per ton-mile?

We doubt it. That's why we say there *is* a place for steam—and in this place, the modern steam locomotive can do, and is doing, an outstanding job.
It's worth thinking about.

C. & O. Sets All-Time Record, Ships 90 Million Tons of Coal

BY ROBERT J. BOWMAN

President, Chesapeake & Ohio Railway

Experiencing the greatest year of its history in 1947, the Chesapeake and Ohio Railway Co. anticipates an even larger volume of busi-

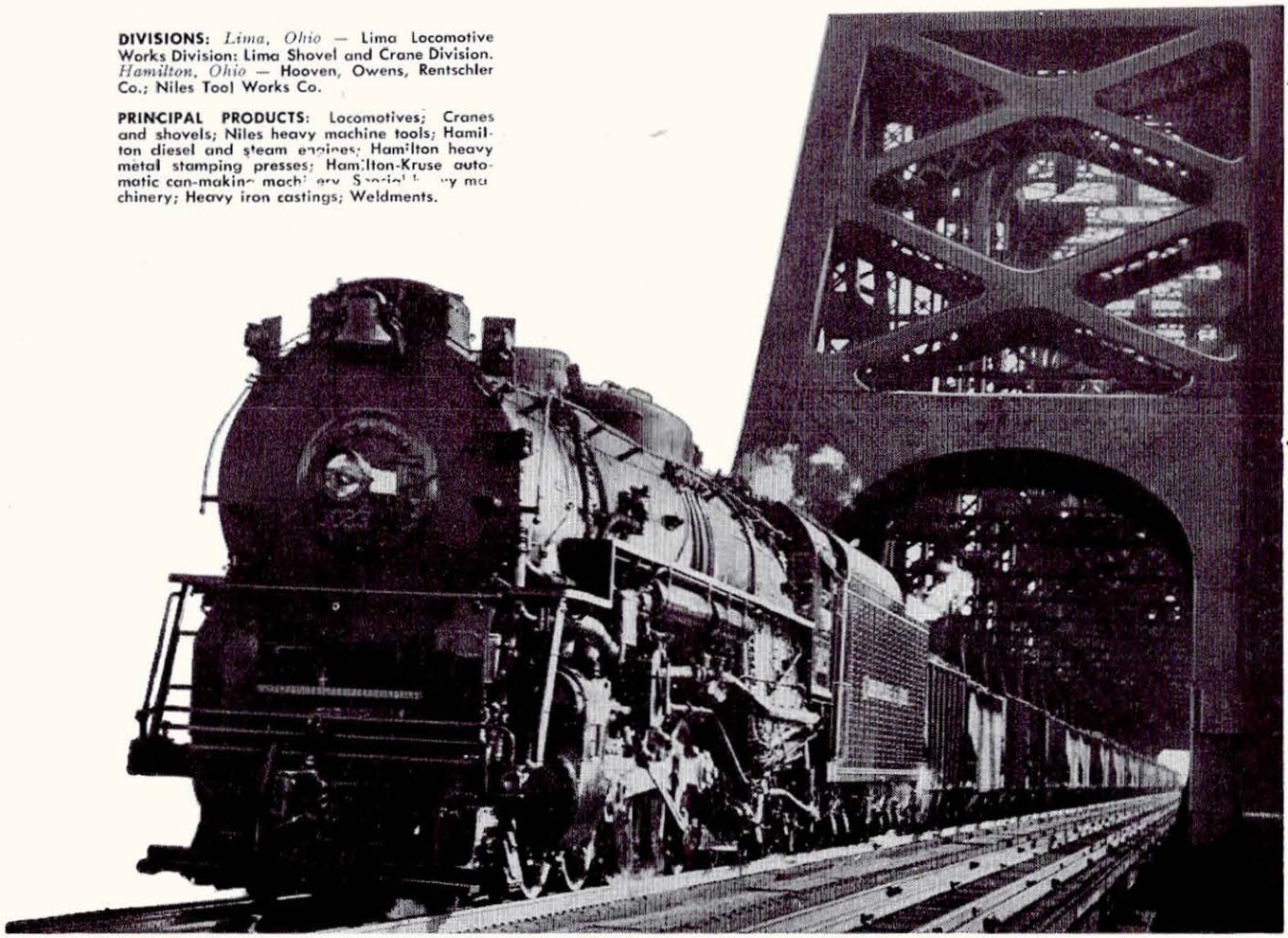
record will be bettered with the completion, in the coming year, of two branch lines which will open up new coal areas. Also new mines, along with widespread mechanization of existing mines, should increase materially the coal tonnage

this is steam at work

LIMA HAMILTON CORPORATION

DIVISIONS: *Lima, Ohio* — Lima Locomotive Works Division: Lima Shovel and Crane Division. *Hamilton, Ohio* — Hooven, Owens, Rentschler Co.; Niles Tool Works Co.

PRINCIPAL PRODUCTS: Locomotives; Cranes and shovels; Niles heavy machine tools; Hamilton diesel and steam engines; Hamilton heavy metal stamping presses; Hamilton-Kruse automatic can-making machinery. Special heavy machinery; Heavy iron castings; Weldments.



ant general superintendent locomotive and car department, is to be assistant to superintendent car department; and **V. L. Green,** assistant mechanical engineer, becomes assistant superintendent car department. **J. A. Deppe** and **F. A. Shoulty** continue as superintendent car department and assistant superintendent car department, respectively. The railroad's locomotive department is being divided into four districts, to be known respectively as the Chicago, Milwaukee, Minneapolis (Minn.), and Tacoma (Wash.) districts. Personnel changes resulting from this move will be as follows: **L. H. Rabun,** division master mechanic at Savanna, Ill., appointed district master mechanic at Chicago, with jurisdiction over all locomotive department activities in the Chicago district; **L. H. Koch,** assistant division master mechanic at Bensenville, Ill., appointed master mechanic at Chicago; **W. W. Henderson,** division master mechanic at Marion, Iowa, appointed master mechanic at Savanna; **R. E. Magnuson,** assistant division master mechanic at West Clinton, Ind., transferred to Bensenville; **B. L. Lebow,** roundhouse foreman at West Clinton, appointed assistant master mechanic there; **C. G. Benkendorf,** shop superintendent at Milwaukee, appointed district master mechanic at that point, with jurisdiction over all locomotive department matters in the Milwaukee district; **W. W. Bates,** assistant superintendent of motive power (Diesel operation) at Milwaukee, appointed master mechanic there; **A. M. Hagen,** assistant shop superintendent at Milwaukee, also appointed master mechanic at Milwaukee; **H. S. Roe,** continues as master mechanic at Milwaukee, as does **W. J. Hughes** at Beloit, Wis.; **J. L. Brossard,** assistant superintendent of motive power at Milwaukee, appointed district master mechanic at Minneapolis, with jurisdiction over all locomotive department activities in the Minneapolis district; **M. A. Walsh** continues as master mechanic at Miles City, Mont., as do **E. L. Grote** at Mason City, Iowa, and **R. C. Hempstead** at LaCrosse, Wis.; **H. C. Pottsmith,** appointed master mechanic at Minneapolis; **Barry Glen,** division master mechanic at Chicago, appointed district master mechanic at Tacoma, with jurisdiction over all locomotive department activities in the Tacoma district; **G. J. Johnston,** division master mechanic at Spokane, Wash., appointed master mechanic at Tacoma; **H. W. Williams,** division master mechanic at Tacoma, appointed assistant master mechanic there; **W. E. Brautigan** continues as master mechanic at Deer Lodge, Mont., and **A. W. Hallenburg** appointed assistant master mechanic there.

The Chicago Great Western has announced the following changes in its operating department at Oelwein, Iowa, resulting from the merger of the locomotive and car departments: **T. Olson,** superintendent of motive power, appointed superintendent of motive power and equipment, and **L. E. Hilsabeck,** superintendent of the car department, appointed supervisor of car equipment.

William Henry Mims, assistant general foreman of the Savannah, Ga., shops of the Central of Georgia, has been appointed electrical engineer at Savannah, succeeding **H. E. Hales,** whose ppointment as superintendent motive power was reported in the *Railway Age* of January 15. **John Wright McLeod, Jr.,** assistant mechanical engineer, has been appointed assistant general foreman of the Savannah shops. Mr. Mims has been with the Central of Georgia since 1944, serving successively as assistant shop engineer and shop engineer at Macon, Ga., assistant mechanical engineer and assistant general foreman of the Savannah shops. He is a graduate of Auburn Polytechnic Institute and a native of Beatrice, Ala.

PURCHASES & STORES

B. H. O'Meara, traveling storekeeper of the Missouri Pacific Lines, at St. Louis, Mo., has been promoted to district storekeeper at North Little Rock, Ark., succeeding the late **J. C. Gann.**

F. M. Pittenger has been elected purchasing agent of the Conemaugh & Black Lick, the Cornwall, the Fore River, the Patapsco & Back Rivers, the Philadelphia, Bethlehem & New England, the South Buffalo and the Steelton & Highspire, with headquarters at Bethlehem, Pa., succeeding **R. F. Maguire,** resigned.

ENGINEERING & SIGNALING

J. E. Chubb, assistant division engineer of the Maryland division of the Pennsylvania, with headquarters at Baltimore, Md., has been promoted to division engineer of the Toledo division at Toledo, Ohio, succeeding **S. M. Rodgers,** who has been transferred to the Williamsport division at Williamsport, Pa., to replace **J. F. Piper, Jr.,** who has been transferred to the Middle division, with headquarters at Altoona, Pa. Mr. Piper succeeds **K. A. Werden,** who, in turn, has been transferred to the Philadelphia division at Harrisburg, Pa., to replace **F. P. Filippelli,** whose promotion to engineer maintenance of way of the Eastern Pennsylvania division, at Harrisburg, was announced in the *Railway Age* of January 22. **H. W. Manning,** supervisor of track on the Panhandle division at Dennison, Ohio, has been promoted to assistant division engineer of the Maryland division, succeeding Mr. Chubb.

G. M. Darby, engineer of track for the Denver & Rio Grande Western at Denver, Colo., has been appointed locating engineer at that point, succeeding **L. O. Doane,** who has retired after more than 46 years of service. He is replaced by **W. H. Freeman,** roadmaster for the Grand Junction division. **L. P. Urquhart,** trainmaster for the Alamosa division, has been promoted to assistant to the chief engineer at Denver.

Arthur Stead Haigh, whose promotion to signal engineer of the New York Central lines, Buffalo and East, including the Boston & Albany, with headquarters at Albany, N. Y., was reported in the *Railway Age* of January 8, was born on July 29, 1886, at Utica, N. Y., and attended the Utica Free Academy and Rensselaer Polytechnic Institute. He entered railroad service in 1902 with the Rome, Watertown & Ogdensburg (now part of the N. Y. C.) as a

Arthur Stead Haigh

telegraph operator, and in 1909 he joined the Federal Signal Company as a draftsman. He returned to the N. Y. C. in 1910 as a draftsman in the signal engineer's office at Albany. He was advanced to chief draftsman at that point in 1919, to assistant engineer in 1922 and to office engineer in 1929. Mr. Haigh was appointed assistant signal engineer in 1940, and served in this position continuously until his promotion to signal engineer.

Walter R. Roof, whose retirement as engineer bridges and buildings of the Chicago Great Western at Chicago, was reported in the *Railway Age* of January 8, was born on April 15, 1881, at New Castle, Ind. He attended Purdue University, from which he received a Bachelor of Science degree in civil engineering in 1906, and a Civil Engineering degree in 1934. He entered railroad service in June, 1906, as a rodman on the Chicago & North Western, and four months later was appointed special engineer for the Pullman Company. In May, 1907, Mr. Roof became bridge and building draftsman for the Illinois Central, and in January, 1910, joined the Chicago Great Western in a similar capacity. He was subsequently promoted to engineer of bridges and buildings.

H. J. Kerstetter, whose appointment as assistant chief engineer, maintenance of way, of the Eastern region of the

(Continued on second-left hand page)

Manufactured to H-O-L-D

Elesco superheater unit bolts, like anchor chains, are manufactured to HOLD.

Elesco superheater unit bolts, however, have to hold under high-temperature operating conditions that would quickly spell failure for ordinary bolts.

CAUTION: Do not use ordinary bolts for locomotive superheater use . . . be sure the bolts bear the imprint ELESCO.

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SUPERHEATER
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RECORD OF THE "EAGLES"

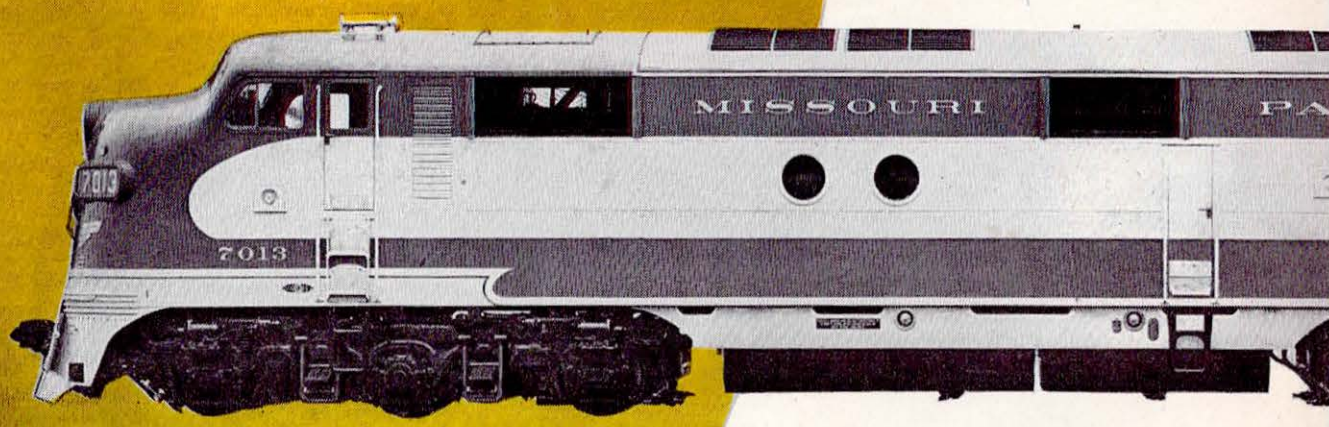
The **COLORADO EAGLE**—*Fast sleeper service between St. Louis and Denver, 1021 miles. General Motors Diesel mileage, 4,734,701—Availability,* 97.3%. EARNED ITS COST IN 270 DAYS.*

Earnings of the Missouri Pacific's streamlined fleet of General Motors Diesel-powered "Eagles" show a handsome profit in every class of service — ranging all the way from the 1021-mile overnight run of the combination coach and sleeping car "Colorado" to the 518-mile daily round trip of the two-car "Delta."

The "Colorado Eagle" returned its entire initial cost in the first 270 days of operation; the "Missouri River Eagle" in two and one half years; and the "Delta Eagle," operating in low-traffic territory, in a little over four years.

On a low-schedule run, where a few cents one way or the other make the difference between a losing train and a money-maker, the faster, more regular, "on-time" performance — peak availability — quick turn-arounds — and the low-cost operation of General Motors Diesel locomotives are just as important as they are on premier trains.

Last year two new "Eagles" joined the fleet — the "Texas Eagle," cutting hours off the schedule between St. Louis and the principal cities of Texas; and the "Valley Eagle," an all-coach streamliner serving Houston, Corpus Christi and the Rio Grande Valley. Both are powered by General Motors Diesels.



***The MISSOURI RIVER EAGLE**—Fast daylight schedules between St. Louis and Omaha, 478 miles. General Motors Diesel mileage, 2,870,366 — Availability,* 93.1%. EARNED ITS COST IN 2½ YEARS.*

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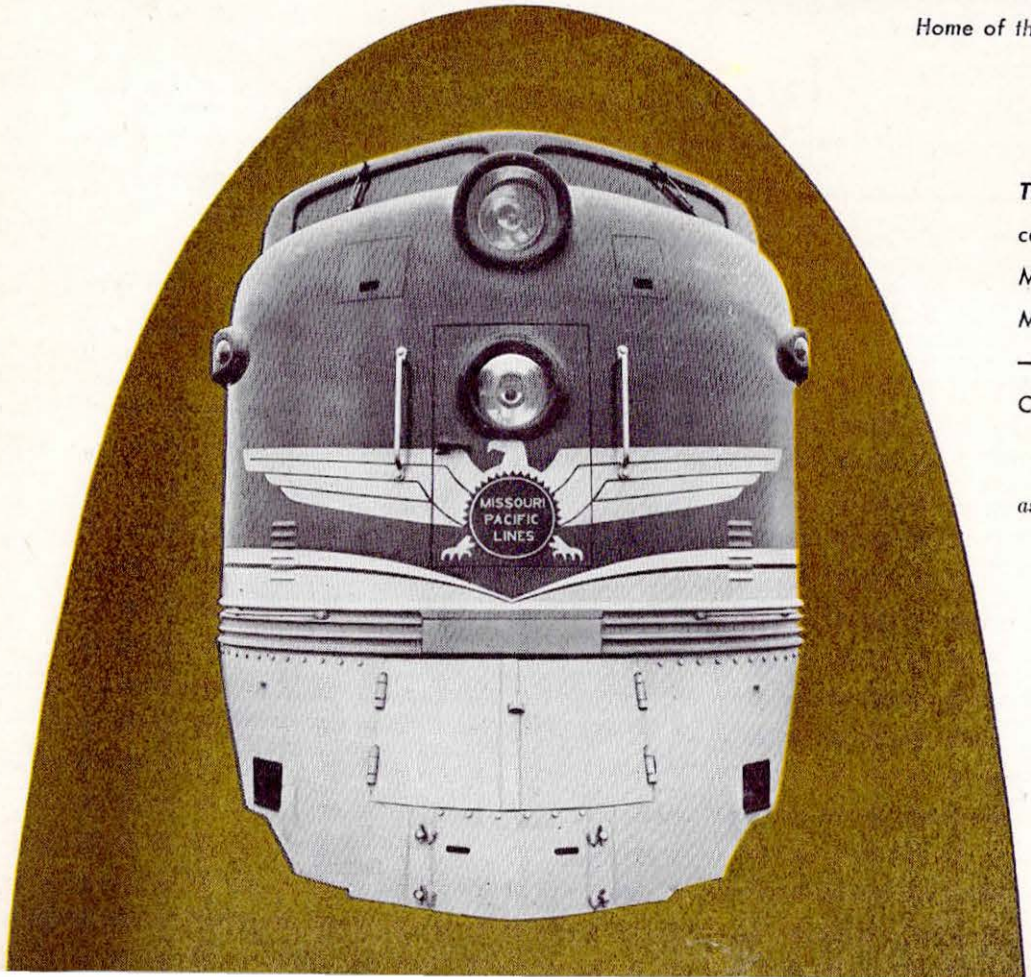


***The DELTA EAGLE**—Coach and grille coach—518-mile round trip between Memphis and Tallulah, La. General Motors Diesel mileage, 1,340,630 —Availability,* 94.3%. EARNED ITS COST IN 4 YEARS AND 2 MONTHS.*

**Availability based upon assigned mileage to December 31, 1948.*

Pennsylvania at Philadelphia, Pa., was reported in the *Railway Age* of January 22, was born at Liverpool, Pa., on June 6, 1892. Mr. Kerstetter attended public schools in Perry and Northumberland counties, later taking a course in building construction at the Carnegie Institute of Technology. On August 1, 1911, he entered the service of the Pennsylvania as a carpenter in the maintenance of way department, Williamsport division, at Northumberland, Pa., later becoming foreman carpenter. On January 16, 1927, he was appointed master carpenter of the Buffalo division

H. J. Kerstetter

at Olean, N. Y., and became supervisor of track at East Aurora, N. Y., on January 10, 1929, subsequently transferring to Sharpsburg, Pa., and New Brunswick, N. J. He was appointed assistant division engineer of the Pittsburgh division on December 16, 1935, being promoted to division engineer of the Middle division on March 16, 1940. On July 16, 1944, Mr. Kerstetter was transferred to the office of the general manager, Eastern region, to supervise installation of car retarders in Enola (Pa.) yard. On September 16, 1945, he was appointed engineer maintenance of way of the Eastern Pennsylvania division at Harrisburg, Pa., in which capacity he remained until his recent promotion.

Floyd R. Smith, assistant chief engineer of the Union railroad, has been appointed chief engineer, with headquarters as before at East Pittsburgh, Pa., succeeding **H. A. Sayre,** who has been appointed consulting engineer. Mr. Smith was born at Joliet, Ill., on August 15, 1902, and received his B.S. in C.E. degree from Carnegie Institute of Technology. He entered railroad service in July, 1922, as rodman on maintenance and construction work with the Elgin, Joliet & Eastern and held various positions on construction projects related to grade separation, double tracking and revision of grade until April, 1928, when he became assistant engineer, engaged in analyzing cost data for valuation purposes. Mr. Smith went with the Union in February, 1930, as assistant engineer at Pittsburgh, engaged in cost data work for federal valuation. He was appointed chief draftsman in the maintenance of way department in November, 1937; engineer of bridges in August, 1940; engineer of bridges and buildings in May, 1941, and assistant chief engineer in July, 1942.

Roy D. Moore, signal engineer for the Southern Pacific with headquarters at San Francisco, Cal., will retire on January 31.

J. C. Ramage, general foreman of communication, Northern Lines, of the Illinois Central, with headquarters at Chicago, has been promoted to assistant superintendent of communication, Southern Lines, at Memphis, Tenn., succeeding **D C. Walker,** who has retired after 46 years of service.

SPECIAL

Raymond P. Schaffer, assistant advertising manager of the Chicago & North Western at Chicago, has been promoted to advertising manager there.

Clifford G. Massoth, staff assistant on the "Illinois Central Magazine," has been promoted to editor succeeding **Harry B. Robertson** who has retired after 21 years of service with that road. **Charles B. Medin,** assistant editor and staff artist, has retired after 36 years of service.

G. R. Huntoon, superintendent of the Chicago, Rock Island & Pacific at Fairbury, Neb., has been appointed superintendent of safety, with headquarters at Chicago.

OBITUARY

A. J. Clancy, late assistant to the vice-president and general manager of the Grand Trunk Western at Detroit, Mich., whose death was reported in the *Railway Age* of January 15, began his railroad career in 1909 as a messenger in the transportation department of the G. T. W. at Toronto, Ont. In 1913 he was made secretary to the general superintendent at Chicago, and, in 1920, he was advanced to chief clerk at Durand, Mich., in which capacity he served for 12 years. He was subsequently transferred to Detroit as chief clerk to the general superintendent. Mr. Clancy returned to Durand in 1936 as car distributor, and was appointed district supervisor of car services at Detroit in 1939. He was advanced to assistant to the vice-president and general manager in April, 1945.

Thomas M. Milligan, late general superintendent of the Elgin, Joliet & Eastern at Joliet, Ill., whose death was reported in the *Railway Age* of January 15, was born on February 16, 1886, at Marion, Iowa. He attended the public schools at Joliet and entered railroad service on April 1, 1901, as a crew caller with the E. J. & E. He subsequently served as a clerk, brakeman, conductor and assistant trainmaster. He was advanced to trainmaster in February, 1927, and to superintendent of the Joliet division in January, 1931. Mr. Milligan was promoted to general superintendent at Joliet in July, 1941, and held this position until April, 1948, when he was given a leave of absence due to ill health.

J. C. Gann, district storekeeper of the Missouri Pacific Lines, with headquarters at North Little Rock, Ark., died recently.

H. A. Cassil, who retired in 1946 as chief engineer of the Pere Marquette (now part of the Chesapeake & Ohio), was killed by an automobile at Detroit, Mich., on January 13.

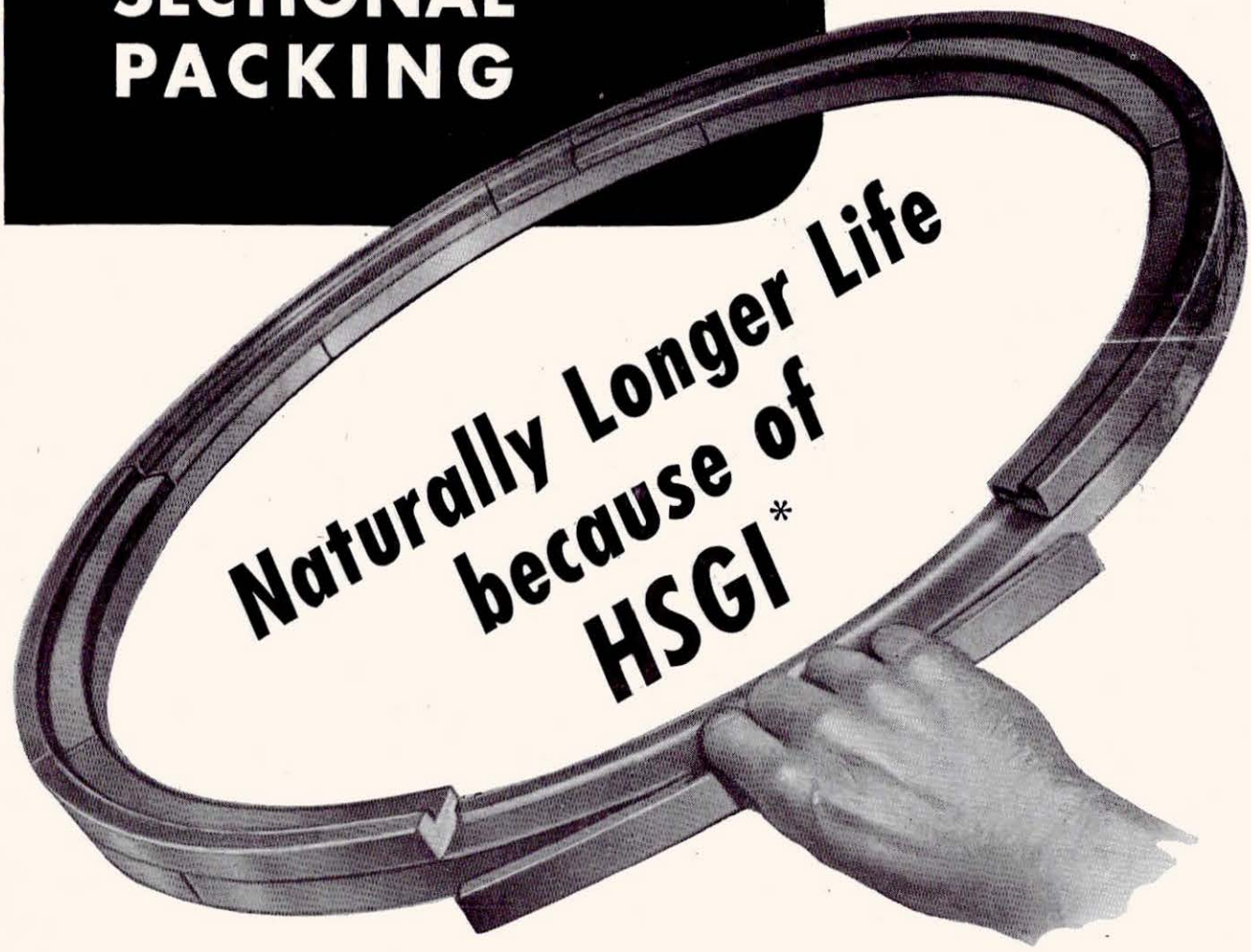
H. A. Klein, general agent of the St. Louis Southwestern at Waco, Tex., died of a cerebral hemorrhage on January 7, at the age of 64.

Earl V. Neville, late auditor of claims for the Canadian Pacific at Montreal, Que., whose death was reported in the *Railway Age* of December 11, 1948, was born on August 8, 1895. He entered railroad service on October 16, 1922, as a clerk in the accounting department of the Dominion Atlantic at Kentville, N. S., becoming acting chief clerk there in November, 1924, and chief clerk in November, 1926. In July, 1936, he joined the C. P. as a special accountant in the controller's office at Montreal and in November of the same year advanced to assistant chief joint facilities accountant at that point. In May, 1941, he became munitions accountant at the Angus shops and auditor of disbursements, with headquarters at Montreal. He was subsequently appointed auditor of joint facilities at that point in June, 1943, and auditor of miscellaneous accounts in September, 1945. Mr. Neville was promoted to auditor of claims in December, 1945.

Daniel T. Mack, architect of the Delaware, Lackawanna & Western at Hoboken, N. J., died suddenly on January 17. Mr. Mack was born at Norwich, N. Y., and began his professional career with Pierce & Bickford, architects, at Elmira, N. Y. He entered the service of the Lackawanna in December, 1911, in the office of the chief engineer and was promoted to architectural designer on the staff of the architect on June 1, 1915, and to architect on July 1, 1924. Mr. Mack was a veteran of World War I, during which he served in the Army overseas.

Wallace A. Russ, former assistant treasurer of the Norfolk & Western at Philadelphia, Pa., died on January 15 at his home in Ardmore, Pa., after a long illness. Mr. Russ, who was 67 years old, retired two years ago.

HUNT-SPILLER
Duplex SECTIONAL PACKING



*HUNT-SPILLER Gun Iron is the big reason for the high wearability of these better cylinder packing rings. For, as nearly all Class I railroads have known for many years, HSGI is a superior material for cylinder and valve components. Combine HSGI with tough, centrifugally cast Hunt-Spiller bronze, and you have a perfect combination for lasting steamtight performance.

Hunt-Spiller Duplex Sectional Packing is made in plain and lip types for two or three groove pistons. Also available in all-bronze and all-HSGI. Hunt-Spiller Mfg. Corporation, 383 Dorchester Ave., Boston 27, Mass. In Canada: Jos. Robb & Co., Ltd., 4050 Namur St., Montreal 16, P.Q. Export Agents: International Ry., Supply Co., 30 Church St., New York 7, N. Y.

HUNT-SPILLER

LIGHT WEIGHT
STEEL PISTONS AND VALVES
DUPLEX SECTIONAL PACKING
AIR FURNACE GUN IRON

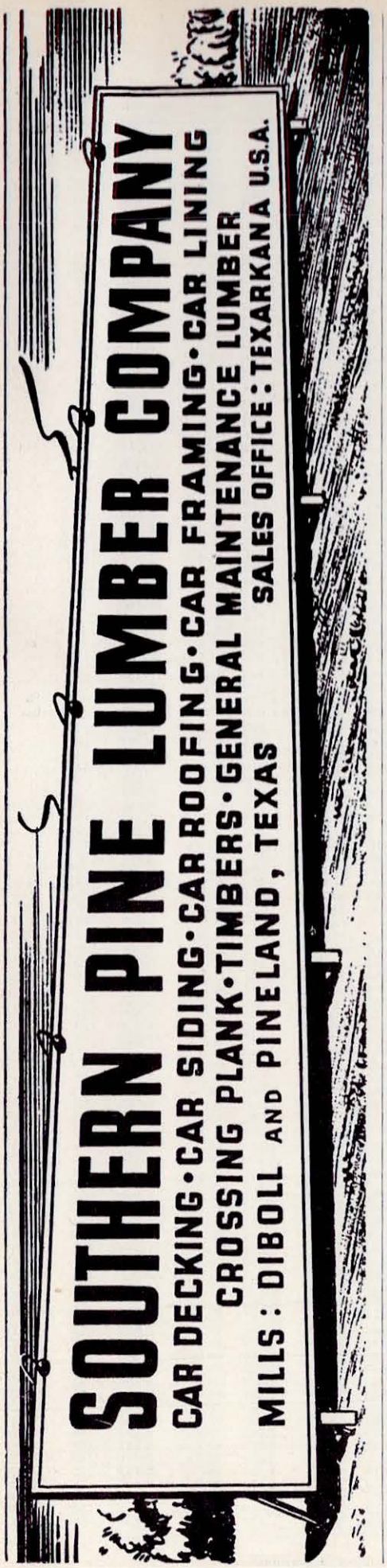
Freight Operating Statistics of Large Steam Railways — Selected

Region	Region, road and year		Miles of road operated	Locomotive miles: Train-miles	Locomotive miles: Principal and helper	Locomotive miles: Light	Car-miles: Loaded (thousands)	Car-miles: Per cent loaded	Ton-miles (thous.): Gross excl. locos. & tenders	Ton-miles (thous.): Net rev. and non-rev.	Road locos. on line: Serviceable: Unstored	Road locos. on line: Serviceable: Stored	Road locos. on line: B.O.	Road locos. on line: Percent B.O.
New Eng. Region	Boston & Albany	1948	362	121,328	130,909	12,845	3,343	62.8	217,418	88,836	49	2	30	37.0
		1947	362	151,382	166,985	23,934	3,693	64.7	241,653	103,446	73	1	20	21.3
	Boston & Maine	1948	1,746	317,348	331,193	18,765	12,426	71.1	775,502	342,106	92	6	10	9.3
		1947	1,746	330,184	342,554	16,554	12,843	72.9	776,537	342,913	107	2	14	11.4
	N. Y., N. H. & Htfd.	1948	1,778	339,129	658,532	51,219	13,929	73.5	828,543	382,860	173	19	29	14.3
		1947	1,820	363,955	649,285	60,750	14,720	71.9	867,966	387,825	223	4	24	16.3
Great Lakes Region	Delaware & Hudson	1948	794	287,268	351,148	36,565	13,129	71.3	918,107	502,001	128	32	23	12.6
		1947	794	293,876	362,723	37,063	13,501	72.7	945,625	524,269	120	28	30	16.9
	Del., Lack. & Western	1948	967	312,940	350,230	36,336	14,383	73.7	923,521	442,894	116	26	13	8.4
		1947	970	359,118	409,511	49,756	15,471	70.4	1,022,772	480,049	114	9	17	12.1
	Erie	1948	2,229	743,721	783,047	61,325	41,752	69.4	2,659,758	1,126,390	241	47	72	20.0
		1947	2,229	872,973	937,122	81,940	44,010	66.9	2,888,590	1,217,492	280	8	85	22.8
	Grand Trunk Western	1948	972	279,905	287,011	2,448	9,628	69.3	622,928	284,430	63	2	10	13.3
		1947	972	311,728	319,289	2,597	10,130	69.5	639,400	280,775	65	..	9	12.2
	Lehigh Valley	1948	1,239	319,259	349,816	41,110	14,275	72.3	949,261	478,113	88	13	22	17.9
		1947	1,239	351,749	393,515	59,120	15,663	70.5	1,058,413	530,856	105	5	58	34.5
	New York Central	1948	10,337	3,421,329	3,648,350	232,862	126,688	65.1	8,717,938	4,132,822	1,041	88	315	21.8
		1947	10,338	3,481,059	3,730,902	252,635	131,667	66.5	8,898,211	4,228,879	1,063	35	307	21.9
	New York, Chic. & St. L.	1948	1,656	651,329	660,969	8,912	28,035	72.6	1,756,867	810,315	143	15	19	10.7
		1947	1,656	673,659	682,707	9,474	27,757	70.8	1,738,620	776,563	148	1	20	11.8
	Pitts. & Lake Erie	1948	223	94,847	97,211	...	4,382	70.1	360,916	219,011	30	4	12	26.1
		1947	223	104,861	106,101	179	4,329	70.3	354,728	214,794	31	4	17	32.7
	Wabash	1948	2,381	718,947	734,852	17,752	26,563	73.3	1,678,611	757,774	159	6	36	17.9
		1947	2,381	712,396	729,389	17,089	26,445	72.5	1,660,837	741,096	163	10	30	14.8
Central Eastern Region	Baltimore & Ohio	1948	6,076	2,035,988	2,524,198	280,085	74,901	65.5	5,510,180	2,788,502	860	23	208	19.1
		1947	6,100	2,127,935	2,679,430	297,136	77,550	65.6	5,599,022	2,816,212	864	13	277	24.0
	Central of New Jersey*	1948	417	81,846	82,404	5,584	3,346	67.6	247,057	132,106	41	..	18	30.5
		1947	418	82,622	88,206	9,257	3,281	67.0	244,465	126,130	47	1	16	25.0
	Central of Pennsylvania	1948	213	85,213	94,334	14,846	3,317	73.3	241,253	136,055	45	3	8	14.3
		1947	213	82,059	95,558	18,688	3,160	69.9	231,943	125,253	43	3	17	27.0
	Chicago & Eastern Ill	1948	909	158,784	159,124	4,038	5,681	71.5	368,571	182,151	44	4	19	28.4
		1947	910	183,015	183,510	3,704	5,836	73.4	376,588	190,966	57	..	15	20.8
	Elgin, Joliet & Eastern	1948	238	101,014	101,235	...	3,897	70.8	292,731	163,634	36	7	1	2.3
		1947	391	125,189	131,184	4,577	3,968	71.0	297,061	165,361	49	5	7	11.5
	Pennsylvania System	1948	10,023	3,814,729	4,283,386	514,882	161,161	67.6	11,330,308	5,726,409	1,702	68	257	12.7
		1947	10,029	4,123,772	4,667,045	625,258	171,538	69.2	11,845,582	6,059,376	1,925	11	264	12.0
	Reading	1948	1,337	446,964	473,563	45,030	17,329	68.1	1,327,028	741,114	191	19	32	13.2
		1947	1,355	447,819	526,254	61,230	17,770	67.5	1,341,121	744,267	228	22	28	10.1
	Western Maryland	1948	837	210,126	259,621	39,872	7,838	62.6	643,691	356,428	155	9	10	5.7
		1947	837	229,533	273,472	36,593	7,957	63.5	655,899	365,192	156	6	14	8.0
Pocahontas Region	Chesapeake & Ohio	1948	5,003	1,683,538	1,797,530	75,832	72,626	59.1	6,036,548	3,433,121	604	11	97	13.6
		1947	4,987	1,816,187	1,938,347	89,333	80,753	58.4	6,746,952	3,821,564	613	6	84	11.9
	Norfolk & Western	1948	2,107	837,804	893,032	64,486	39,762	59.7	3,440,433	1,908,460	273	32	19	5.9
		1947	2,108	865,138	919,087	62,266	40,566	59.0	3,537,345	1,957,719	263	31	24	7.5
Southern Region	Atlantic Coast Line	1948	5,551	915,547	934,073	15,073	23,351	65.6	1,564,444	721,206	346	14	70	16.3
		1947	5,556	882,661	899,367	13,967	24,511	67.7	1,605,042	747,897	340	45	51	11.7
	Central of Georgia	1948	1,783	305,707	310,280	6,232	7,972	71.1	521,439	248,997	99	2	8	7.3
		1947	1,782	312,455	319,365	6,150	7,957	71.9	514,460	245,125	96	..	11	10.3
	Gulf, Mobile & Ohio	1948	2,847	362,697	363,703	159	17,595	75.2	1,110,998	546,083	110	17	15	10.6
		1947	2,846	422,149	424,028	892	19,987	77.2	1,248,745	622,309	133	11	4	2.7
	Illinois Central	1948	6,550	1,524,290	1,527,633	53,072	57,190	67.1	3,887,726	1,880,268	568	14	79	12.0
		1947	6,581	1,533,285	1,547,659	53,310	58,814	68.3	3,919,354	1,886,653	578	17	69	10.4
	Louisville & Nashville	1948	4,750	1,452,571	1,567,142	41,834	39,769	65.0	2,851,295	1,496,263	378	35	77	15.7
		1947	4,756	1,575,844	1,716,866	48,715	41,187	64.2	3,014,781	1,592,121	413	..	67	1 .0
	Nash., Chatt. & St. Louis	1948	1,051	279,585	286,909	7,862	6,869	76.5	425,725	204,674	83	..	3	3.5
		1947	1,052	308,322	333,820	9,098	7,540	78.7	462,873	224,504	86	..	14	14.0
	Seaboard Air Line	1948	4,142	764,283	804,716	10,709	23,519	68.3	1,578,036	737,825	263	15	54	16.3
		1947	4,145	783,446	861,144	11,847	23,477	70.6	1,531,949	721,356	285	6	54	15.7
	Southern	1948	6,388	1,680,701	1,708,175	30,240	46,380	71.3	2,919,250	1,345,672	592	17	140	18.7
		1947	6,451	1,850,484	1,881,288	31,971	50,496	71.2	3,184,493	1,465,943	562	29	101	14.6
Northwestern Region	Chicago & North Western	1948	8,055	1,139,700	1,118,204	28,726	38,368	66.4	2,631,137	1,189,408	381	1	98	20.4
		1947	8,061	1,198,093	1,255,580	31,052	40,359	71.4	2,622,053	1,210,740	366	..	116	24.1
	Chicago Great Western	1948	1,445	248,060	250,399	16,820	10,809	68.9	703,834	313,253	57	2	14	19.2
		1947	1,445	276,477	278,788	20,218	10,273	71.4	661,349	300,876	65	5	14	16.7
	Chic., Milw., St. P. & Pac.	1948	10,663	1,612,740	1,704,085	71,747	56,984	67.1	3,811,782	1,767,208	479	25	80	13.7
		1947	10,677	1,703,421	1,786,629	76,862	59,731	67.3	3,986,602	1,824,622	488	20	96	15.9
	Chic., St. P., Minn. & Omaha	1948	1,606	227,607	245,279	14,306	6,281	71.3	416,253	190,661	82	2	32	27.6
		1947	1,606	235,495	252,760	14,212	6,771	76.3	437,342	211,300	79	..	33	29.5
	Duluth, Missabe & Iron Range	1948	578	151,546	152,267	1,094	7,748	51.0	731,997	431,785	48	..	..	..
		1947	548	153,368	153,970	1,249	8,078	50.9	743,852	445,507	43	..	..	..
	Great Northern	1948	8,240	1,294,599	1,297,054	54,075	54,931	65.3	3,968,338	1,908,014	412	22	54	11.1
		1947	8,237	1,377,983	1,391,835	56,817	54,494	62.5	3,995,680	1,867,339	391	14	63	13.5
	Minneap., St. P. & S. St. M.	1948	4,180	478,723	493,884	9,229	15,902	69.7	1,040,188	503,021	130	..	12	8.5
		1947	4,181	533,688	547,906	12,516	16,524	67.2	1,121,897	542,496	128	..	13	9.2
	Northern Pacific	1948	6,593	953,977	1,010,829	57,864	39,745	71.4	2,654,066	1,281,168	345	13	57	13.7
		1947	6,623	1,029,123	1,092,513	66,073	42,407	69.9	2,855,001	1,391,104	364	12	46	10.9
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. & P. & S. F.)	1948	13,080	3,096,167	3,292,347	161,808	124,424	70.2	7,967,151	3,235,471	759	67	123	13.0
		1947	13,107	3,353,222	3,563,325	169,300	129,433	69.3	8,311,708	3,346,051	766	56	134	14.0
	Chic., Burl. & Quincy	1948	8,670	1,476,746	1,512,920	53,153	61,779	66.9	4,149,681	1,909,122	421	27	79	15.0
		1947	8,663	1,626,222	1,683,381	69,347	62,842	65.2	4,309,822	1,962,237	446	..	66	12.9
	Chic., Rock I. & Pac.	1948	7,613	1,174,952	1,220,063	13,026	40,855	69.3	2,643,060	1,216,630	291	30	63	16.4
		1947	7,619	1,233,026	1,267,974	12,381	41,693	69.0	2,686,971	1,224,139	293	32	78	19.4
	Denver & R. G. Wn.	1948	2,443	538,592	610,009	89,804	18,941	75.5	1,202,546	566,048	167	3	43	20.2
		1947	2,467	533,799	599,812	75,790	16,880	74.7	1,069,649	505,809	176	12	44	19.0
	Southern Pacific	1948	8,089	2,399,691	2,685,097	459,180	103,416	67.6	6,843,571	2,845,606	775	8	153	16.3
		1947	8,109	2,399,250	2,704,050	498,473	99,669	70.0	6,448,686	2,725,011	781	10	173	17.9
	Union Pacific	1948	9,751	2,913,992	3,026,614	193,728	118,282	67.2	7,745,315	3,143,010	624	50	114	14.5
		1947	9,764	3,292,839	3,452,386	240,098	123,454	67.0	8,199,341	3,382,322	750	7	87	10.3
	Western Pacific	1948	1,192	310,582	338,632	28,164	14,770	83.0	850,686	395,394	84	23	18	14.4
		1947	1,192	297,141	333,221	30,788	13,834	81.0	811,562	377,330	88	22	20	15.4
Southwestern Region	International-Gt. Northern*	1948	1,110	200,836	201,468	812	6,575	70.2	452,257	217,870	66	1	13	16.3
		1947	1,110	263,674	265,519	751	7,122	71.0	462,024	221,564	64	..	11	14.7
	Kansas City Southern	1948	885	197,537	197,893	461	10,000	68.3	679,976	324,831	46	4	6	10.7
		1947	885	211,577	216,554	2,126	9,696	67.2	650,770	305,728	46	1	10	17.5
	Mo.-Kans.-Texas Lines	1948	3,241	683,551	699,145	8,561	20,614	62.4	1,437,997	641,832	127	..	22	14.8
		1947	3,241	546,416	555,344	8,574	17,785	66.9	1,146,583	513,114	110	..	39	26.2
	Missouri Pacific*	1948	6,983	1,512,981	1,559,326	30,398	54,367	68.1	3,614,343	1,654,466	420	..	66	13.6
		1947	6,985	1,596,316	1,655,871	43,391	54,693	70.3	3,582,825	1,685,786	430	..	61	12.4
	Texas & Pacific	1948	1,852	461,607	461,607	14,329	16,275	65.9	1,093,800	471,201	107	7	16	12.3
		1947	1,852	522,395	522,395	14,145	17,219	63.7	1,176,718	506,754	118	3	8	6.2
	St. Louis-San Francisco	1948	4,615	874,344	889,745	9,683	25,562	67.6	1,743,748	783,894	293	17	36	10.4
		1947	4,615	1,020,686	1,066,594	12,708	26,490	67.1	1,807,256	826,789	294	10	32	9.5
	St. Louis Southw. Lines	1948	1,562	413,751	416,175	5,735	16,751	73.6	1,028,083	459,568	86	9	12	11.2
		1947	1,568	401,917	404,159	5,561	15,866	76.9	949,341	424,373	87	5	13	12.4
	Texas & New Orleans	1948	4,314	1,028,480	1,029,938	38,182	29,356	70.2	1,944,241	893,413	225	..	29	11.4
		1947	4,314	984,938	985,239	14,862	27,803	73.4	1,779,453	827,516	220	..	30	12.0

Items for the Month of October 1948 Compared with October 1947

Region	Road	Year	Freight cars on line: Home	Foreign	Total	Per Cent B.O.	G.t.m.per train-hr. excl.locos and tenders	G.t.m.per train-mi. excl.locos and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-miles per road-mile	Coal lb. per 1000 g.t.m. inc. loco.	Mi. per loco. per day
New Eng. Region	Boston & Albany	1948	276	5,178	5,454	0.8	27,493	1,809	739	26.6	531	31.8	7,916	158	65.7
		1947	227	5,130	5,357	0.5	24,732	1,599	684	28.0	637	35.2	9,218	174	74.1
	Boston & Maine	1948	1,558	11,246	12,804	3.5	38,247	2,450	1,081	27.5	907	46.3	6,321	102	108.1
		1947	1,499	11,136	12,635	2.8	35,145	2,356	1,040	26.7	860	44.2	6,335	105	102.4
	N. Y., N. H. & Htfd.	1948	1,450	19,514	20,964	1.5	34,933	2,449	1,131	27.5	576	28.5	6,946	70	100.9
		1947	1,035	18,827	19,862	1.4	32,994	2,391	1,068	26.3	621	32.7	6,874	82	96.9
Great Lakes Region	Delaware & Hudson	1948	2,355	7,613	9,968	5.6	57,482	3,212	1,756	38.2	1,640	60.1	20,395	101	71.9
		1947	1,728	7,725	9,453	3.8	56,567	3,179	1,762	38.8	1,779	63.1	21,300	102	74.9
	Del., Lack. & Western	1948	4,138	11,454	15,592	4.6	44,940	3,006	1,442	30.8	919	40.5	14,774	104	90.5
		1947	3,649	13,012	16,661	3.9	42,462	2,896	1,359	31.0	907	41.6	15,964	111	114.9
	Erie	1948	6,866	26,259	33,125	4.5	58,544	3,597	1,523	27.0	1,107	59.1	16,301	100	82.8
		1947	5,629	28,312	33,941	3.4	55,236	3,328	1,403	27.7	1,177	63.6	17,620	93	96.0
	Grand Trunk Western	1948	4,020	8,819	12,839	8.2	43,708	2,243	1,024	29.5	704	34.4	9,439	61	132.7
		1947	3,786	10,993	14,779	5.9	39,868	2,064	907	27.7	634	32.9	9,318	91	155.1
	Lehigh Valley	1948	6,578	12,713	19,291	10.8	55,705	3,034	1,528	33.5	797	32.9	12,448	88	111.5
		1947	6,241	13,671	19,912	8.0	53,436	3,079	1,544	33.9	829	34.7	13,821	104	91.1
	New York Central	1948	54,378	105,898	160,276	3.2	39,986	2,588	1,227	32.6	848	39.9	12,897	107	98.2
		1947	41,069	110,513	151,582	2.9	40,548	2,591	1,231	32.1	919	43.1	13,196	104	104.0
	New York, Chic. & St. L.	1948	2,124	15,655	17,779	1.7	51,752	2,714	1,252	28.9	1,582	75.4	15,785	84	132.2
		1947	1,904	13,982	15,886	1.5	48,818	2,589	1,156	28.0	1,572	79.4	15,127	87	143.2
	Pitts. & Lake Erie	1948	4,339	11,124	15,463	6.2	55,270	4,819	2,317	50.0	462	13.2	31,681	96	70.1
		1947	3,246	9,281	12,527	7.8	51,202	3,404	2,061	49.6	558	16.0	31,071	96	73.6
	Wabash	1948	5,529	15,611	21,140	2.8	46,022	2,357	1,064	28.5	1,154	55.2	10,266	111	126.9
		1947	4,850	16,816	21,666	3.9	45,679	2,351	1,049	28.0	1,139	56.1	10,040	104	124.0
Central Eastern Region	Baltimore & Ohio	1948	45,257	49,706	94,963	6.4	34,203	2,761	1,397	37.2	961	39.4	14,804	142	86.1
		1947	38,350	51,965	90,315	4.8	32,573	2,689	1,353	36.3	1,007	42.3	14,893	146	83.9
	Central of New Jersey*	1948	795	8,980	9,775	5.5	40,475	3,151	1,685	39.5	432	16.2	10,219	94	71.0
		1947	687	9,565	10,252	3.5	37,872	3,042	1,570	38.4	396	15.4	9,734	117	74.8
	Central of Pennsylvania	1948	1,016	3,478	4,494	7.9	38,887	3,046	1,718	41.0	956	31.8	20,605	139	77.0
		1947	822	4,350	5,172	7.6	37,825	2,994	1,617	39.6	798	28.8	18,969	118	68.2
	Chicago & Eastern Ill.	1948	1,756	4,367	6,123	5.3	37,282	2,376	1,174	32.1	966	42.2	6,464	106	80.8
		1947	1,415	4,393	5,808	3.4	35,090	2,081	1,055	32.7	1,037	43.2	6,769	117	87.1
	Elgin, Joliet & Eastern	1948	6,232	10,116	16,348	2.2	20,960	3,052	1,706	42.0	286	9.6	22,179	214	104.5
		1947	5,568	10,752	16,320	1.4	17,008	2,510	1,397	41.7	344	11.6	13,643	126	112.3
	Pennsylvania System	1948	117,301	136,854	254,155	8.7	40,259	3,076	1,555	35.5	745	31.0	18,430	108	82.6
		1947	100,855	150,040	250,895	9.4	37,593	2,971	1,520	35.3	783	32.0	19,490	117	84.5
	Reading	1948	12,748	20,929	33,677	6.5	36,457	2,973	1,660	42.8	714	24.5	17,881	98	79.9
		1947	8,854	25,732	34,586	3.5	34,302	2,814	1,562	41.9	717	25.4	17,719	105	79.6
	Western Maryland	1948	4,250	3,197	7,447	1.3	33,442	3,104	1,719	45.5	1,542	54.2	13,737	141	59.8
		1947	2,380	4,554	6,934	1.3	30,837	2,896	1,612	45.9	1,548	53.1	14,075	156	62.0
Pocahontas Region	Chesapeake & Ohio	1948	47,135	29,883	77,018	2.7	54,901	3,627	2,063	47.3	1,443	51.6	22,136	80	92.8
		1947	44,210	34,401	78,611	1.6	94,954	3,765	2,133	47.3	1,608	58.2	24,720	78	109.2
	Norfolk & Western	1948	27,825	8,056	35,881	3.2	66,674	4,169	2,312	48.0	1,721	60.0	29,218	90	103.2
		1947	25,031	8,477	33,508	1.6	65,499	4,152	2,298	48.3	1,815	63.7	29,958	90	108.3
Southern Region	Atlantic Coast Line	1948	8,719	19,328	28,047	4.1	28,447	1,721	793	30.9	859	42.4	4,191	122	77.2
		1947	7,922	20,298	28,220	4.4	27,999	1,823	849	30.5	883	42.8	4,342	113	71.5
	Central of Georgia	1948	1,859	6,832	8,691	4.8	30,680	1,710	816	31.2	942	42.5	4,505	127	97.7
		1947	1,562	6,591	8,153	3.8	29,171	1,654	788	30.8	1,010	45.6	4,437	137	108.4
	Gulf, Mobile & Ohio	1948	2,457	12,571	15,028	1.5	55,422	3,075	1,512	31.0	1,189	50.9	6,187	73	87.8
		1947	2,419	14,592	17,011	1.0	52,185	2,966	1,478	31.1	1,139	47.4	7,054	51	100.1
	Illinois Central	1948	14,066	37,366	51,432	1.5	43,627	2,576	1,246	32.9	1,160	52.6	9,260	117	82.0
		1947	13,666	38,597	52,263	1.3	42,852	2,609	1,256	32.1	1,181	53.9	9,248	119	83.1
	Louisville & Nashville	1948	26,440	15,498	41,938	3.3	30,527	1,968	1,033	37.6	1,104	45.1	10,161	127	110.6
		1947	24,303	18,513	42,816	3.6	28,879	1,913	1,010	38.7	1,234	49.8	10,799	124	124.7
	Nash., Chatt. & St. Louis	1948	716	5,635	6,351	3.3	30,006	1,529	735	29.8	1,061	46.5	6,282	147	114.7
		1947	1,304	5,763	7,067	6.7	28,897	1,509	732	29.8	1,066	45.5	6,884	129	115.2
	Seaboard Air Line	1948	6,956	15,830	22,786	1.5	37,184	2,125	994	31.4	1,063	49.6	5,746	114	88.2
		1947	5,743	17,286	23,029	2.0	34,108	1,998	941	30.7	1,051	48.5	5,614	118	91.9
	Southern	1948	13,266	31,173	44,439	4.4	29,994	1,756	809	29.0	987	47.7	6,795	126	79.3
		1947	12,160	31,158	43,318	4.5	28,786	1,741	801	29.0	1,119	54.2	7,330	132	95.0
Northwestern Region	Chicago & North Western	1948	19,326	37,436	56,762	2.8	35,544	2,410	1,090	31.0	672	32.6	4,763	117	89.6
		1947	16,377	40,047	56,424	2.7	32,421	2,334	1,078	30.0	671	31.3	4,845	122	93.4
	Chicago Great Western	1948	1,168	5,767	6,935	4.2	46,745	2,847	1,267	29.0	1,428	71.6	6,993	113	128.7
		1947	839	5,534	6,373	3.0	38,648	2,394	1,089	29.3	1,532	73.3	6,717	120	122.6
	Chic., Milw., St. P. & Pac.	1948	20,031	40,221	60,252	2.0	36,812	2,382	1,104	31.0	915	43.9	5,346	116	106.5
		1947	15,989	46,558	62,547	1.7	35,756	2,361	1,081	30.5	911	44.3	5,513	114	108.1
	Chic., St. P., Minn. & Omaha	1948	862	7,448	8,310	4.5	24,737	1,918	878	30.4	655	30.3	3,830	110	79.5
		1947	1,030	8,344	9,374	3.9	23,546	1,913	924	31.2	740	31.1	4,244	116	81.1
	Duluth, Missabe & Iron Range	1948	14,462	488	14,950	3.0	81,569	5,025	2,964	55.7	947	33.4	24,098	66	116.4
		1947	14,754	564	15,318	1.6	82,558	5,007	2,999	55.2	945	33.7	26,225	61	134.9
	Great Northern	1948	19,148	21,945	41,093	2.5	48,454	3,098	1,489	34.7	1,376	60.6	7,470	94	98.3
		1947	17,716	29,261	46,977	2.5	43,262	2,924	1,366	34.3	1,232	57.5	7,313	99	108.1
	Minneap., St. P. & S. St. M.	1948	5,077	11,183	16,260	3.9	38,116	2,195	1,061	31.6	940	42.6	3,882	90	124.9
		1947	5,269	10,819	16,088	4.1	34,745	2,120	1,025	32.8	1,059	48.0	4,186	90	137.1
	Northern Pacific	1948	16,574	18,262	34,836	5.0	43,763	2,798	1,351	32.2	1,094	47.5	6,268	135	90.2
		1947	12,654	20,106	32,760	4.2	44,872	2,799	1,364	32.8	1,309	57.1	6,776	133	96.8
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. & P. & S. F.)	1948	37,673	38,453	76,126	4.8	50,803	2,585	1,050	26.0	1,401	76.7	7,979	98	124.6
		1947	32,545	45,716	78,261	5.0	48,674	2,494	1,004	25.9	1,448	80.8	8,235	99	132.7
	Chic., Burl. & Quincy	1948	12,021	30,445	42,466	2.2	48,656	2,820	1,297	30.9	1,454	70.3	7,103	101	102.1
		1947	13,858	31,560	45,418	2.0	43,729	2,658	1,210	31.2	1,436	70.5	7,307	97	119.6
	Chic., Rock I. & Pac.	1948	8,760	27,136	35,896	3.7	39,860	2,256	1,039	29.8	1,131	54.8	5,155	100	109.9
		1947	7,802	27,009	34,811	2.8	38,372	2,184	995	29.4	1,139	56.2	5,183	98	108.0
	Denver & R. G. Wn.	1948	6,922	9,949	16,871	3.7	35,872	2,249	1,059	29.9	1,063	47.1	7,474	173	111.5
		1947	6,164	8,064	14,228	3.9	32,540	2,021	956	30.0	1,111	49.6	6,614	175	98.8
	Southern Pacific	1948	25,477	44,867	70,344	3.1	44,873	2,877	1,196	27.5	1,341	72.1	11,348	93	115.5
		1947	21,867	43,019	64,886	2.8	41,692	2,712	1,146	27.3	1,359	70.9	10,840	102	114.0
	Union Pacific	1948	23,023	37,756	60,779	2.3	58,064	2,697	1,095	26.6	1,629	91.2	10,397	116	136.9
		1947	21,252	41,669	62,921	2.4	52,006	2,532	1,044	27.4	1,759	95.9	11,174	127	146.7
	Western Pacific	1948	1,992	2,856	4,848	9.4	55,408	2,750	1,278	26.8	2,506	112.8	10,700	62	98.0
		1947	2,076	3,640	5,716	4.3	54,850	2,742	1,275	27.3	2,176	98.4	10,211	64	91.0
Southwestern Region	International-Gt. Northern*	1948	433	6,460	6,893	1.1	41,310	2,272	1,095	33.1	10,096	43.4	6,332	85	85.1
		1947	313	6,589	6,902	1.1	33,137	1,778	852	31.1	10,277	46.6	6,439	105	110.7
	Kansas City Southern	1948	1,137	5,910	7,097	3.7	66,501	3,452	1,649	32.5	1,464	66.0	11,840	100	123.2
		1947	880	5,844	6,724	3.6	60,587	3,080	1,447	31.5	1,463	69.0	11,144	103	120.7
	Mo.-Kans.-Texas Lines	1948	2,334	9,970	12,304	.4	38,117	2,120	946	31.1	1,679	86.4	6,388	85	131.4
		1947	1,092	8,466	9,558	.9	38,923	2,107	943	28.9	1,697	87.9	5,107	85	126.5
	Missouri Pacific*	1948	9,580	29,543	39,123	2.0	45,393	2,401	1,099	30.4	1,385	66.8	7,643	97	113.2
		1947	13,861	23,455	37,316	1.9	40,872	2,258	1,063	30.8	1,459	67.4	7,785	104	118.5
	Texas & Pacific	1948	1,684	7,952	9,636	2.5	44,507	2,380	1,025	29.0	1,582	82.9	8,207	84	130.9
		1947	771	9,243	10,014	2.0	39,990	2,286	984	29.4	1,606	85.7	8,827	91	144.6
	St. Louis-San Francisco	1948	4,476	16,327	20,803	2.2	38,148	2,004	901	30.7	1,239	59.8	5,479	119	89.8
		1947	3,804	17,684	21,488	2.0	33,606	1,776	813	31.2	1,263	60.3	5,779	120	110.9
	St. Louis Southw. Lines	1948	1,324	6,485	7,809	1.7	43,756	2,488	1,112	27.4	1,873	92.7	9,491	76	137.3
		1947	984	5,603	6,587	2.0	43,702	2,365	1,057	26.7	2,050	99.7	8,731	76	135.8
	Texas & New Orleans	1948	3,306	19,336	22,642	2.4	37,116	1,908	877	30.4	1,299	60.8	6,681	85	142.4
		1947	2,754	16,575	19,329	2.5	35,990	1,825	849	29.8	1,423	65.1	6,188	84	136.7

*Report of trustee or trustees.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commis ion. Subject to Revision.


SOUTHERN PINE LUMBER COMPANY
CAR DECKING • CAR SIDING • CAR ROOFING • CAR FRAMING • CAR LINING
CROSSING PLANK • TIMBERS • GENERAL MAINTENANCE LUMBER
MILLS : DIBOLL AND PINELAND, TEXAS
SALES OFFICE : TEXARKANA U.S.A.

GENERAL NEWS

Treasury Officers to Meet At Savannah, October 26-28

October 26 to 28, inclusive, have been selected as dates for the annual meeting of the Treasury Division, Association of American Railroads, which will be held at the General Oglethorpe Hotel, Savannah, Ga. This was announced in a January 19 circular issued by Division Secretary E. R. Ford.

The circular also said that an "open house" meeting of the advisory committee will be held at the Oglethorpe on October 25, the day prior to the opening of the annual meeting. It is expected that pre-convention meetings also may be held on the 25th by other standing committees of the division and some of its sectional groups. Division Chairman J. M. Salter, treasurer of the Kansas City Southern, has appointed a committee on arrangements for the meeting; its chairman is K. M. Sisterhenm, treasurer of the Central of Georgia, and its vice-chairman is W. B. Pope, treasurer, Seaboard Air Line.

Selected Income and Balance-Sheet Items of Class I Steam Railways in the United States

Compiled from 127 reports (Form IBS) representing 131 steam railways
(Switching and Terminal Companies Not Included)

	United States			
	For the month of October		For the ten months of	
Income Items	1948	1947	1948	1947
1. Net railway operating income	$110,876,856	$76,879,445	$853,624,670	$636,732,694
2. Other income	17,557,533	16,912,916	175,943,284	160,408,911
3. Total income	128,434,389	93,792,361	1,029,567,954	797,141,605
4. Miscellaneous deductions from income	4,667,608	3,998,301	54,048,896	35,713,402
5. Income available for fixed charges	123,766,781	89,794,060	975,519,058	761,428,203
6. Fixed charges:				
6-01. Rent for leased roads and equipment	10,713,916	11,144,760	110,068,820	103,014,267
6-02. Interest deductions[1]	25,192,301	25,314,725	242,698,148	258,886,887
6-03. Other deductions	187,043	164,692	1,555,070	1,510,760
6-04. Total fixed charges	36,093,260	36,624,177	354,322,038	363,411,914
7. Income after fixed charges	87,673,521	53,169,883	621,197,020	398,016,289
8. Other deductions	3,187,845	3,134,447	32,150,757	28,324,553
9. Net income	84,485,676	50,035,436	589,046,263	369,691,736
10. Depreciation (Way and structures and equipment)	32,230,493	29,341,716	310,492,290	293,188,865
11. Amortization of defense projects	1,390,787	1,355,739	14,013,716	13,520,219
12. Federal income taxes	51,354,567	32,706,844	373,313,452	249,249,029
13. Dividend appropriations:				
13-01. On common stock	13,092,354	12,551,813	137,945,520	113,559,382
13-02. On preferred stock	9,923,451	7,915,305	52,134,672	37,033,843
Ratio of income to fixed charges (Item 5÷6-04)	3.43	2.45	2.75	2.10

	United States	
	Balance at the end of October	
Selected Expenditure and Asset Items	1948	1947
17. Expenditures (gross) for additions and betterments—Road	$276,045,776	$230,286,042
18. Expenditures (gross) for additions and betterments—Equipment	720,939,695	425,036,701
19. Investments in stocks, bonds, etc., other than those of affiliated companies (Total, Account 707)	537,261,906	569,902,129
20. Other unadjusted debits	149,771,776	192,284,785
21. Cash	986,550,309	975,529,903
22. Temporary cash investments	1,018,187,040	1,046,986,263
23. Special deposits	119,049,348	143,226,699
24. Loans and bills receivable	13,206,107	12,344,821
25. Traffic and car-service balances—Dr.	60,186,885	51,583,785
26. Net balance receivable from agents and conductors	143,700,224	133,823,748
27. Miscellaneous accounts receivable	370,471,206	286,195,241
28. Materials and supplies	835,512,271	748,318,898
29. Interest and dividends receivable	20,272,839	19,152,155
30. Accrued accounts receivable	191,341,135	187,412,183
31. Other current assets	36,230,143	37,156,615
32. Total current assets (items 21 to 31)	3,794,707,507	3,641,730,311
Selected Liability Items		
40. Funded debt maturing within 6 months[2]	$152,053,772	$86,083,904
41. Loans and bills payable[3]	3,000,000	4,495,000
42. Traffic and car-service balances—Cr.	99,049,482	91,240,762
43. Audited accounts and wages payable	562,623,172	514,912,567
44. Miscellaneous accounts payable	266,750,174	243,423,802
45. Interest matured unpaid	35,238,007	38,468,156
46. Dividends matured unpaid	12,951,322	4,146,504
47. Unmatured interest accrued	75,866,704	68,948,948
48. Unmatured dividends declared	33,656,385	23,717,066
49. Accrued accounts payable	186,976,929	178,140,384
50. Taxes accrued	797,291,403	667,805,136
51. Other current liabilities	96,991,578	109,611,481
52. Total current liabilities (items 41 to 51)	2,170,395,156	1,944,909,806
53. Analysis of taxes accrued:		
53-01. U. S. Government taxes	646,069,522	530,602,622
53-02. Other than U. S. Government taxes	151,221,881	137,202,514
54. Other unadjusted credits	296,688,236	322,389,287

[1] Represents accruals, including the amount in default.
[2] Includes payments of principal of long-term debt (other than long-term debt in default) which becomes due within six months after close of month of report.
[3] Includes obligations which mature not more than one year after date of issue.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

Current Publications

TRADE PUBLICATIONS

Handbook of Corrugated and Solid Fibreboard Boxes and Products. Published by the Fibre Box Association, 224 S. Michigan ave., Chicago 4. Illustrations. Free on application to any member manufacturer of fibreboard boxes.

A more complete compendium of the fibreboard box, including classification requirements for all forms of transportation. It is a guide to the choice of the type container needed best to afford adequate protection.

Service Records for "Wolmanized" Treated Lumber. 40 pages, illustrated. Published by the American Lumber & Treating Co., Chicago.

This bulletin contains tables showing the results of inspection of Wolmanized treated lumber in service, and includes such classes of installations as railroad structures, bridges, mines, refrigerated buildings, and water works. It also contains numerous photographs of typical installations.

More for Your Building Dollar. Six pages, illustrated. Published by Armco Drainage & Metal Products, Inc., Middletown, Ohio.

This folder describes and illustrates the uses and advantages of standard Armco Steelox buildings. It includes general data showing the sizes, types of doors and windows, partitions, ceilings, louvres and ridge ventilators. The pamphlet comes in three editions describing the specific applications for which the buildings may be used by 1) industry in general, (2) the mining industry, and (3) the railways.

Nalco Ion Exchange Materials. 36 pages, illustrated. Published by the National Aluminate Corporation, Chicago.

This booklet is divided into three sections. The first section outlines ion exchange principles and gives the general characteristics of ion exchange materials. The second section gives complete technical data on these materials, and the third contains information on a number of the processing purposes to which Nalco ion exchange materials are being put.

PAMPHLETS

Statistics of Railways of Class I, United States, Calendar Years of 1929 and 1939 to 1947. 15 pages. Published by the Bureau of Railway Economics, Association of American Railroads, Transportation building, Washington 6, D. C.

Covers statistics on property investments; income; dividends; employees and their compensation; freight and passenger traffic; equipment in service; locomotive, train and car mileage; traffic and operating averages; tax accruals; freight and passenger service operating statistics; fuel consumption and costs, and rail and ties laid.

Lackawanna; The Route of Phoebe Snow. 23 pages. Published by the Delaware, Lackawanna & Western, 140 Cedar st., New York 6, N. Y. Free.

A brief history of the railroad with photographs and description of its motive power. Phoebe Snow's history is also given.

A Year Book of Railroad Information, 1948 Edition. 96 pages. Published by the Eastern Railroad Presidents Conference Committee on Public Relations, 143 Liberty st., New York 6, N. Y.

Contains statistics for 1947 and previous years on the railways' plant, service, rates, earnings, purchases, employees and operations. The figures, with a few exceptions, cover Class I roads.

Preliminary Abstract of Railway Statistics (Steam Railways, Railway Express Agency, and the Pullman Company) for the Year Ended Dec. 31, 1947. 48 pages. Prepared by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Available from the Government Printing Office, Washington 25, D. C. Price, 40 cents.

Contains a recapitulation of selected items from the annual reports of Class I line-haul steam railways, a breakdown of operating revenues and expenses assignable to freight and passenger service; similar statistics for Class I switching and terminal companies; selected statistics for individual Class I railways; and abstracts of reports rendered by the Railway Express Agency and the Pullman Company.

Comparative Statement of Railway Statistics, Individual Class I Steam Railways in the United States, for the Years Ended December 31, 1947 and 1946. 63 pages. Prepared by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Available from the Government Printing Office, Washington 25, D. C. Price, 75 cents.

Contains for each Class I railway, statistics on revenues and expenses, income and balance sheet items, traffic, freight commodities, freight and passenger train performance, yard service performance, fuel and power for locomotives, motive power and car equipment, and wages.

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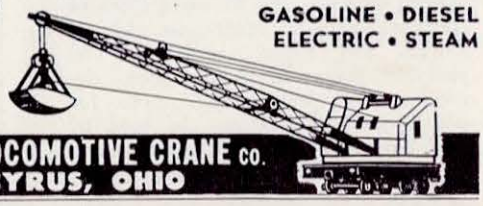

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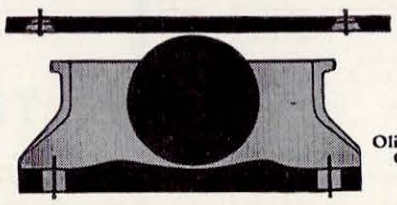

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Advertisers

IN THIS ISSUE

American Steel Foundries 5
American University, The 61
Angelina County Lumber Company 62

Bethlehem Steel Company 3
Bituminous Coal Institute 63
Byers Co., A. M. ..... Front Cover

Canamex Company 65
Classified Advertisements 64, 65

Differential Steel Car Co. 62

Edgewater Steel Company 14
Electro Motive Division, General Motors Corporation 54, 55
Equitable Equipment Co., Inc. 65

Fairbanks, Morse & Co. 9
Frank, M. K. 64

General Railway Signal Company .. Back Cover
Get Together Department 64, 65
Glidden Company, The 6
Gold Car Heating & Lighting Co. 62
Gould Storage Battery Corporation 8
Great Lakes Steel Corporation 4

Hooven, Owens, Rentschler Co. 51
Hunt Company, Robert W. 64
Hunt-Spiller Mfg. Corp. 57
Hyman-Michaels Company 62

Iron & Steel Products, Inc. 64

Lima Hamilton Corporation 51
Lima Locomotive Works Division 51
Lima Shovel and Crane Division 51

Midland Reclamation Company 64

Newhall-Marshall-Wood Incorporated 65
Niles Tool Works Co. 51

Ohio Locomotive Crane Co., The 62
Okonite Company, The 62

Purdy Company, The 62
Pyle-National Company, The 2

Railway Communications, Inc. 64
Railway Educational Bureau, The 65
Ryerson & Son Inc., Joseph T. 66

Scullin Steel Co. 7
Simmons-Boardman Publishing Corporation 65
Southern Pine Lumber Company 60
Stucki Co., A. 62
Superheater Company, The 53
Symington-Gould Corporation, The 67

Union Switch & Signal Co. 12

Wallack Brothers 64
Westinghouse Air Brake Co. 10
Williams Inspection Co., A. W. 64

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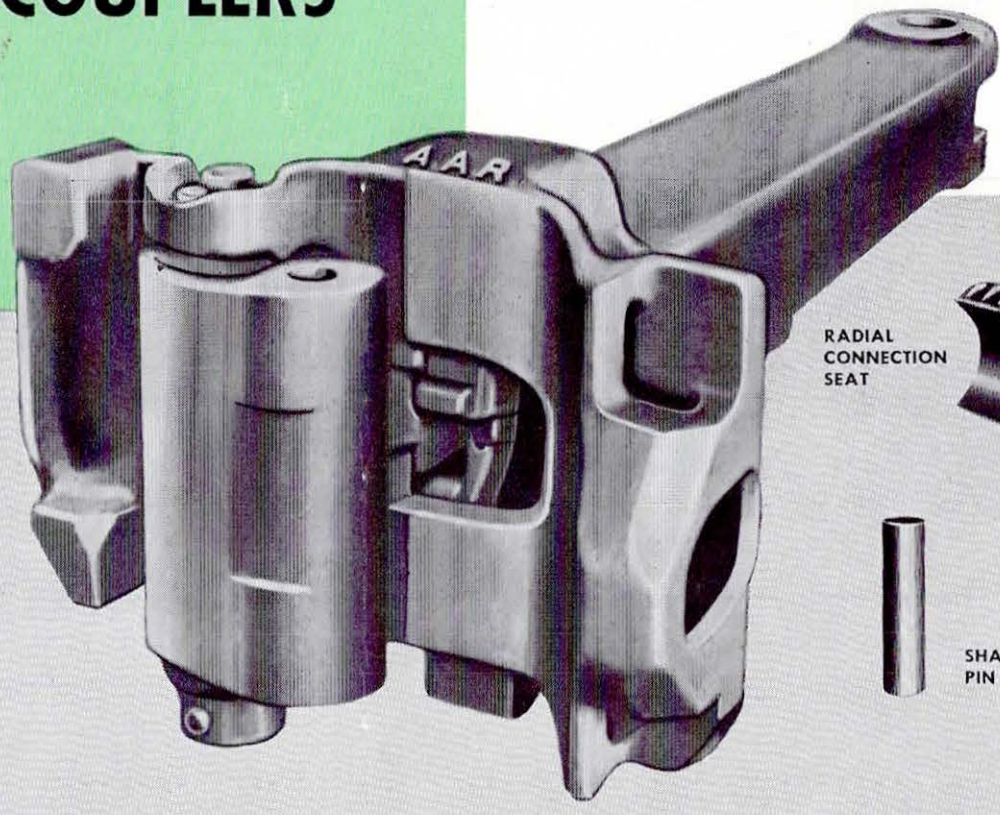

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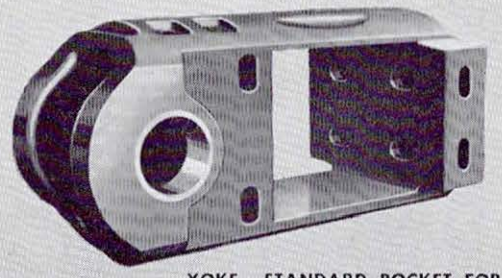

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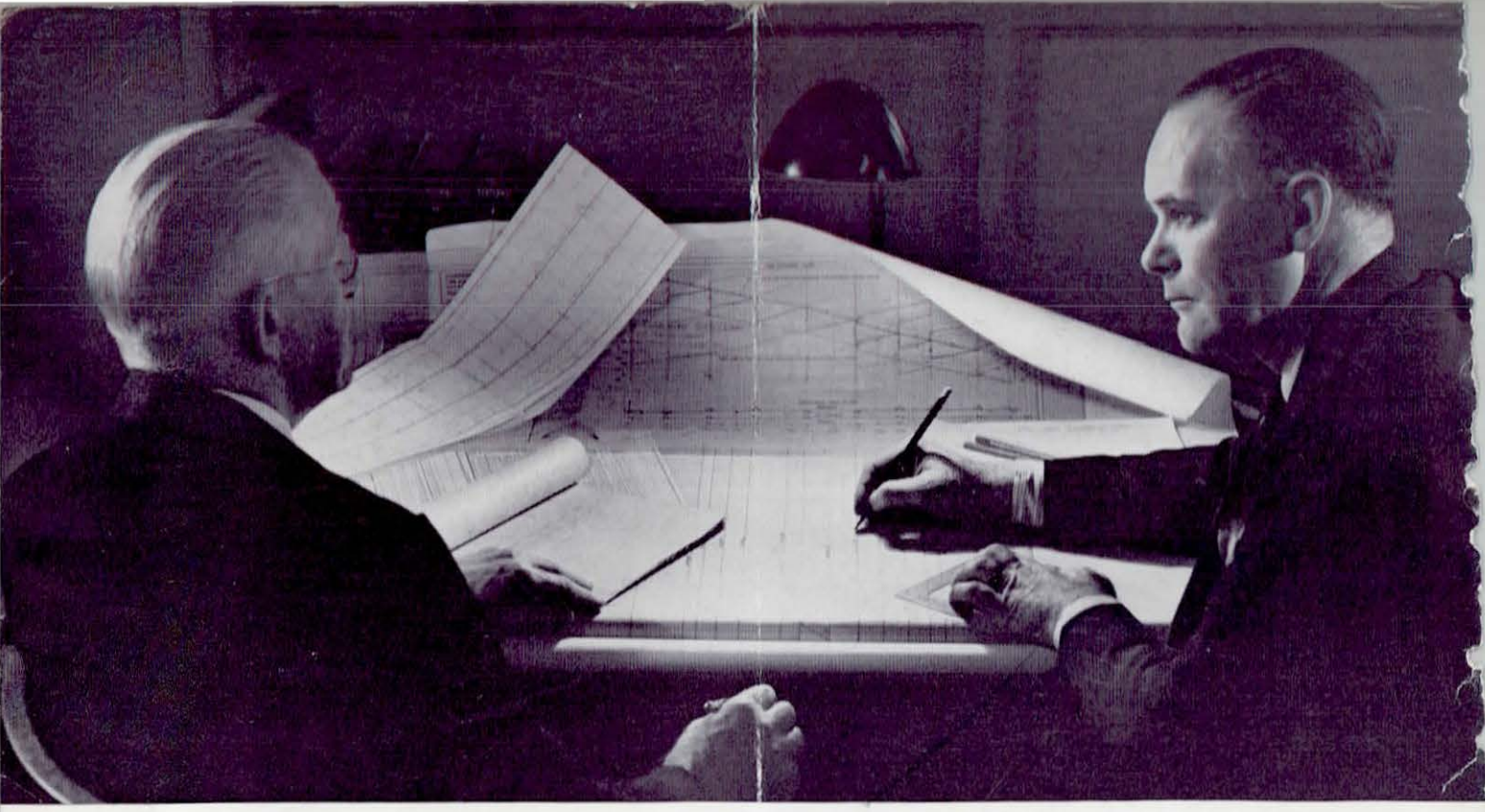


OBJECTIVE: A Minute a Mile --with G-R-S cTc

In planning a centralized traffic control installation, our aim is to save at least a minute a mile for through freights. Translate this time saving into increased earning power and you have—

More gross ton-miles per train-hour . . . without increasing maximum speeds.

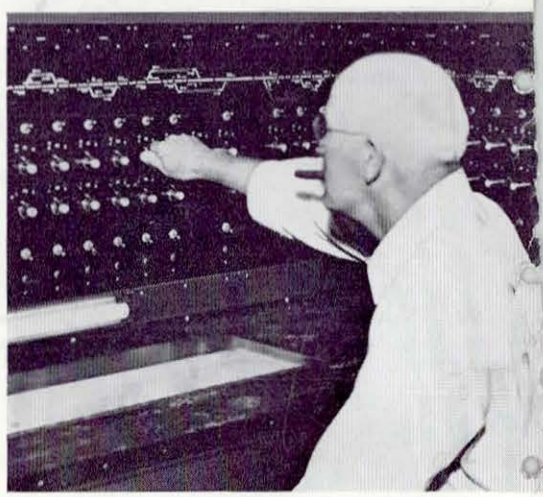
Greater track capacity . . . without additional trackage.

Faster freight schedules . . . without interfering with passenger trains. This means better service to *all* your customers.

Forty-one cTc installations, as reported by A.A.R., show an average saving of 0.94 minute* per freight train-mile.

Ask your G-R-S district office for a study of the reduction in enroute time *you* can obtain by installing G-R-S cTc.

*See Signal Section Advance Notice, Vol. XLV, No. 1, p. 55.



Up-to-the minute information on every train, its whereabouts and progress, and the ability of the operator to control switches and signals, afford more flexibility of operation than is otherwise possible.

GRS

GENERAL RAILWAY SIGNAL COMPANY

New York 17 Chicago 3 **ROCHESTER 2, N.Y.** St. Louis 1 A-2336

GRS